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GERMAN FOOD SUPPLY

Harvest Festival Thanksgiving

(Special to the "Hong Kong Daily Press" (Copyright).)

Over 1 million listeners assembled at Buckeburg, at the national harvest festival and millions more throughout the Reich at wireless receivers became silent when punctually at 3 p.m. Hitler rose to address the nation.

"Two thoughts are uppermost in our minds to-day," began the Fuehrer. "First is that with the incoming year, thanks to the work of the German peasants, our daily bread is provided for, and second security of the Reich has been attained. Germany is now again strong, independent and free. Our problems are more difficult to solve than those of Russia or America or England or France. We have not the territory or soil of these people as we have not the raw stuffs and the colonies for the possibilities of international world connections. Despite all however we have solved our problems better than many states with richer opportunities that Germany.

If for instance Russia were to solve the bread and butter problem for its Bolshevik subjects, what would that mean after all, in view of the fact that Russia had 18 times as much soil per head of the population as Germany? If in the United States, England and France, there is no anxiety about the bread supply, and no shortage of foodstuffs, what does that after all signify, where ten, fifteen or twenty times as much territory as in the homeland is available to their citizens? Who is prepared to dispute that Germany has not handled her foodstuff supply problem successfully in overcoming distress? It is of course clear, that such a miracle could not have happened by itself. If Germany wants to live at all, her whole economic life must be managed according to a properly conceived plan, just as in the case of a well run farm-yard.

It is not possible to allow every one to do what he likes. We cannot make ends meet at all without a plan. If we allowed things to take their own course we would soon be suffering from hunger. Someone must be there to set the plan, but he cannot act independently but is responsible to the whole 68 millions people. It is easy, continued Hitler, to walk through Germany with a note book in your hand and make a list of what is wrong.

FACING DIFFICULTIES

But what country of the world has never had a bad harvest. In the face of such situations a leader must do what he thinks and never capitulate no matter what trouble may arise. Our predecessors unfortunately did not leave us a recipe for abolishing distress. We are therefore compelled to find our own food. That the whole of the German people understands that, and endorses our policy, was proved by the immensity of this demonstration. Where is the statesman who can walk through his people as I walk among you? Prices and wages must be kept where they are. War is at our door. Revolutions convulse other people. But as a peaceful island in our midst is Germany, our beloved fatherland and Reich. Profound peace prevails among us. A statesman in another country said a few days ago that dictatorships could only too easily lead to wars because of the internal difficulties. We however are not under necessity to starting a war to recover our national unity. German Freedom is not in the hands of foreign powers. No League of Nations watches over us. We ourselves, this Germany, watches over our own future. We do not want any body to harm us. Our

THE ARMY

Commissions In The R.A.M.C.

(Special Air Mail Service)

London, Sept. 18.
The War Office announces that applications are invited from doctors for appointment to commissions in the Royal Army Medical Corps.

Candidates will be selected for commissions without competitive examination and will be required to present themselves in London for interview and physical examination on or about October 23 next. They must be registered under the Medical Acts and normally must not be over the age of 23.

Successful candidates will, in the first instance, be given short-service commissions for five years at the end of which period they may either retire with a gratuity of £1,000, or apply for a permanent commission. Permanent commissions will be given to officers selected from among those who wish to make the Army their permanent career.

Full particulars of the conditions of service and emoluments, and forms of application, may be obtained on application to the Assistant Director-General, Army Medical Services, The War Office, London, S.W.1.

LADY ALICE SCOTT

To Meet Duke's Brother

(Special Air Mail Service)

London, Sept. 18.
It is expected that Lady Alice Scott, the Duke of Gloucester's fiancée, may shortly visit the Duke at York, to be introduced to his brother officers and their wives. This is the usual custom in all regiments for an engaged officer to follow.

The 16th/5th Lancers, with which the Duke is serving, returned to-night to Fulwood Cavalry Barracks, York, from the copeland exercises around Catterick. The Duke, who was promoted, Major this year, is attached to this regiment, as his own unit, the 10th Royal Hussars, is in India.

The date of the anticipated visit of Lady Alice has not yet been disclosed. The city authorities are hoping, if the Duke of Gloucester agrees, that it will also be possible to give her a civic welcome to York, instead of allowing it to be a purely private visit.

SCOTTISH ROSES BEST

(Special Air Mail Service)

London, Sept. 18.
Scottish nurserymen won so many of the prizes at the National Rose Society's show to-day that the southern experts were searching for an adequate explanation, and the general opinion seemed to be that northern growers had been favoured with much better weather for rose culture this year than those in the south. In England the trees received a bad set-back in May, and then the long drought also affected them adversely. Among the new varieties shown one of the most beautiful was a hybrid tea rose, orange in colour, which has been named Princess Marina, after the Duchess of Kent. A great deal of public attention was directed to an exhibit which was attempted for the first time at a National Rose Society show to give a correct classification to the shades of roses.

army is there, and navy will be there presently too.
Over towns and villages our air force keeps watch. One more harvest must be remembered that many hundreds of thousands of children with which German women presented the nation this year. Our youth is waking, that one day will inherit a better and stronger Reich, stronger than we will lead this Reich upwards."

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 8

Anniversaries and Holidays.—Feast of St. Bridget of Sweden. Auctions.—Cut Glass, etc., Lam-mert's Hongkong Sales Room 2.30 p.m.

Cinemas.—King's:—"George White's 1935 Scandals."

Queen's:—"Black Fury." Central:—"Chinese Picture." Oriental:—"Six-Day Bike Rider." Alhambra:—"Young Eagles." Majestic:—"Reckless."

Star:—"Ann Vicker's Profession." Entertainments.—Mme. Lottie Gordon's Concert, St. Andrew's Hall, 9 p.m.

Meetings.—St. Andrew's Church Mothers' Union Committee, 11 a.m.; English Forum, Y.M.C.A. Bonham Road, 8 p.m.

Miscellaneous.—Rotary Timin. Hongkong Hotel. Rehearsals.—Hongkong Singers. Union Church, Kennedy Road, 5.30 p.m.

Social.—Cheero Club Whist Drive, 8.30 p.m.; Ladies' M.C.L. Whist Drive, Police Recreation Club, Happy Valley, 3.30 p.m.

Sports.—Royal Hongkong Golf Club Ladies' section L. G. U. Monthly Medal Competition. Moon.—IX Moon, 11th Day.

Sunrise.—6.18 a.m. Sunset.—6.05 p.m.

Tides.—High at 3.22 and 19.18; Low at 11.50 and 21.35.

WEDNESDAY OCTOBER 9

Anniversaries and Holidays.—Cold Dew (Khan-tu). St. Denis. Bishop of Paris' and Comps. Min.

Cinemas.—King's:—"The Informer." Queen's:—"Black Fury."

Central:—"Chinese Picture." Oriental:—"The Lives Of A Bengal Lancer."

World:—"Chinese Picture." Alhambra:—"Young Eagles." Majestic:—"The Little Colonel." Star:—"Ann Vicker's Profession."

Meetings.—Kowloon Union Church Women's Guild, 10 a.m.; Kowloon Tong Anglican Church, 8 p.m.

Miscellaneous.—Monthly Games Afternoon, Australian and New Zealand Association Lady Members, Gloucester Building.

Social.—Cheero Club Social Night; Seamen's Institute Whist Drive, 9 p.m.; Tombola on board H.M.S. Tamar, 7.15 p.m.

Sports.—Bowls.—Shanghai v. Police R.C. and Civil Service C.C. (Police R.C. green).

Moon.—IX Moon, 12th Day. Sunrise.—6.17 a.m. Sunset.—6.04 p.m.

Tides.—High at 3.15 and 19.38; Low at 11.50 and 21.35.

THURSDAY, OCTOBER 10

Cinemas.—King's:—"The Informer." Queen's:—"The Crusades."

Central:—"Chinese Picture." Oriental:—"The Lives Of A Bengal Lancer."

World:—"Chinese Picture." Alhambra:—"Young Eagles." Majestic:—"The Little Colonel." Star:—"Ann Vicker's Profession."

Meetings.—Kowloon Union Church Women's Guild, 10 a.m.; Kowloon Tong Anglican Church, 8 p.m.

Miscellaneous.—Monthly Games Afternoon, Australian and New Zealand Association Lady Members, Gloucester Building.

Social.—Cheero Club Social Night; Seamen's Institute Whist Drive, 9 p.m.; Tombola on board H.M.S. Tamar, 7.15 p.m.

Sports.—Bowls.—Shanghai v. Police R.C. and Civil Service C.C. (Police R.C. green).

Moon.—IX Moon, 13th Day. Sunrise.—6.16 a.m. Sunset.—6.05 p.m.

Tides.—High at 3.22 and 19.18; Low at 11.50 and 21.35.

EXPERIMENT FLIGHTS IN THE EAST

(Special Air Mail Service)

London, Sept. 18.
The Imperial Airways liner Dorado, which, as announced in "The Times" of September 13, is to make a series of experimental flights between Penang and Hong Kong, left Croydon for the East yesterday.
The Dorado, a four-engined machine of the Diana class, was piloted by Mr. W. Armstrong, who had with him Mr. N. Richardson (first officer), Mr. H. D. H. Hands (engineer), and Mr. H. W. P. Chapman (wireless operator). The first experimental flight will start on October 2.

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SPECIAL SAILINGS IN CONNECTION WITH THE DOUBLE TENTH CELEBRATIONS AT CANTON.

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Wednesday, 8th October			
8 A.M.	LUNGSHAN	7.30 A.M.	SUI AN
10 P.M.	FATSHAN	4.30 P.M.	TAISHAN
MIDNIGHT	SUI AN		
Thursday, 10th October			
8 A.M.	TAISHAN	8.00 A.M.	LUNGSHAN
10 P.M.	LUNGSHAN	1.00 P.M.	SUI AN
MIDNIGHT	SUI AN		
Friday, 11th October			
8 A.M.	FATSHAN	8.00 A.M.	TAISHAN
10 P.M.	TAISHAN	1.00 P.M.	SUI AN
		MIDNIGHT	LUNGSHAN
Saturday, 12th October			
8 A.M.	SUI AN	8.00 A.M.	TAISHAN
10 P.M.	LUNGSHAN	4.30 P.M.	FATSHAN

Excursion to Macao:—SUNDAY, 13th October, s.s. "KINSHAN" will leave Hong Kong at 9.30 A.M. and Macao at 4.30 P.M.

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CHUZENJI (Nikko): Lara Hotel	KAMAKURA:— Kamihara Hotel	OTSU (near Lake Biwa): Hotel Lake Biwa
GIFU:— Nagabawah Hotel	KAMIKOCHI (Japan Alps): Kamikoichi Hotel Kamikoichi Hotel	SAPORO:— Sapporo Hotel Hotel New Sapporo
KANAGAWA:— Kanagawa Hotel	KARUIZAWA:— Karuiza Hotel Mitsui Hotel	YOKOHAMA:— Yokohama Hotel Yokohama Hotel
IN CHINA		
BEIJING:— Beijing Hotel Beijing Hotel	CHANGHAI:— Changhai Hotel Changhai Hotel	HONGKONG:— Hongkong Hotel Hongkong Hotel
SHANGHAI:— Shanghai Hotel Shanghai Hotel	TAIPEI:— Taipei Hotel Taipei Hotel	YOKOHAMA:— Yokohama Hotel Yokohama Hotel

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READING THE ROAD

Some Advice Offered By
an Old - Stager

Once upon a time I employed a gardener who, after several years of trying to make two blades of grass—or cabbages and the like—grow where one grew before, asked me to give him "a lesson with the handle." It was in the bad old days when the starting handle was the normal implement for spurring the engine to activity, and I said: "But you use it very well. What more do you want to know about it?" He explained that by "handle" he meant the steering wheel, and, as I love my cars, I promptly declined to do what he asked.

What I did do was to send him to a motor driving school for a course of instruction on some one else's car, and when he came back—not at all a bad chauffeur-gardener—he made me raise his wages! However, that is by the way. He returned very full of a slogan that had been drummed into him at the school: it was "Read the Road!"

GOOD SLOGAN

It is a really good slogan, and more than half the road accidents to-day occur because drivers fail to comply with it. I propose to explain a little of what it means—primarily for the benefit of newcomers to motoring, but also for that of a good many drivers who, though not novices, often behave as if they were. There is nothing new in what I have to tell you: it has all been said before, and repeated. But it is so vitally important that it deserves to be said all over again.

Has it ever occurred to you that the part of the road ahead on which your eyes should normally be focused, when there are no complications due to curves or traffic, varies according to the speed at which you are travelling? If you are pottering along at 10 m.p.h., the proper eye focus point should be, let us say, ten to twenty yards in front of your radiator. At 50 m.p.h. that focus point should have shifted to perhaps a quarter of a mile ahead on a straight road.

Don't misunderstand me: I am not suggesting that you should disregard everything between your eyes and the focus point. Every yard of it should already have been closely observed as you approached your present position. What lies between you and the focus point should be old history—carefully noted and tucked away in your memory, but not engaging your immediate attention. What you see at the focus point should determine precisely what you do before your eye focus automatically moves on.

CORRECT FOCUS POINT

Exactly what represents the correct focus point for any speed is hard to define; probably the baking efficiency of the car has a good deal to do with it. The sound driver seldom uses his brakes with any violence, and he remembers, all the time, that he may meet a car coming towards him at his own speed, or even considerably faster. Therefore, there is probably at the back of his mind a subconscious feeling that he must be able easily to pull up in, at most, half the distance between him and the point on which his eyes are focused—the point at which he will become acutely aware that there is something approaching from in front.

But the normally correct focus point is not always correct by any means. There are many circumstances in which it may have to be altered, if only momentarily. Take, for instance, the case of a car travelling fast and coming up behind a slower vehicle. To make sure that it will be safe to pull over to the right-hand side of the road to overtake, the driver of the fast car, having mentally recorded the precise place at which he will come abreast of the slower machine, momentarily lengthens his eye focus very considerably to see whether there is anything approaching from in front. He automatically registers mentally every object on the road as far as he can see.

This intentional alteration of eye focus is necessary only in circumstances where special calculations of distance, time, and speed have to be made. Normally, as I have said, a certain speed on a straight road calls for a

certain focus, with a subconscious knowledge of everything that is on the road between the car and focus point.

To know just where, to focus the eyes is to know how to read the road in one way. But there are many other matters to have in mind if the highway is to be, as it should be, an open book.

BLIND CROSSING

There are certain meteorological phenomena which suggest to us the propriety or wisdom of certain actions. For instance, if there are low, heavy rain clouds about we go out with a mackintosh or an umbrella. In the same way there are certain signs on the road—I don't mean placards with wording on them—that tell the experienced driver what is likely to happen.

To take a case in point: if we are approaching a blind street crossing, and we see pedestrians sauntering unconcernedly across the "mouths" of the side streets, we may be fairly sure that there is nothing approaching the crossing from those side streets—at any rate, nothing travelling quickly and likely to reach the crossing for an appreciable number of seconds. Therefore, we can proceed, always with due care, on our course. If, however, we see that pedestrian hesitates before crossing the mouth of the side street, or hurries across, or looks away up it, while he is crossing, or starts to cross and then steps back on to the pavement, our reading of the position should be very different. The chances are that something is coming, and we may meet it actually at the junction of the roads.

Again, at a blind curve on a rather narrow country road, we are following another car. Its driver can see farther round the corner than we can, and if we notice that he is hugging the very edge of the road we shall be wise to assume that he is doing so to give room to something approaching—something that he can see but that is still invisible to us. The same applies to the blind top of a steep hill. If the driver ahead disappears still hugging the extreme edge of the road, it will be criminal folly on our part to keep in the middle at the crest.

USE YOUR EYES

Yet another chapter in our book of the road relates to what is practically hidden from our eyes by a vehicle either preceding us or coming towards us from in front. We can learn much by looking under the front axle of the car that is leading us, or under the back axle of the vehicle coming towards us. The lower part of a bicycle wheel or a pair of feet and ankles will tell us that someone may swerve, run, or walk out from in front of or behind those vehicles right into our path.

It is impossible in the space of one article to give you a complete key to the reading of the road; the instances I have recorded are merely typical of the kind of knowledge—one might say common sense—required.

SPOTTING THE PUMP

One of the motorist's difficulties when in a hurry on a long run and in need of petrol is to "spot" in time a filling station with the required blend. Usually the driver is level with the station before he sees the proper pump, and pulling up backing that would be involved make him decide to wait for the next garage along his route. Eventually one begins to slow up on approaching each filling station until the appropriate pump is found, and time is wasted.

It would simplify things considerably if a greater number of filling stations would advertise fifty yards or so down the road precisely what brands of petrol are stocked. Drivers could slow up at their leisure and pull straight in without having to peer at the row of globes. The advertising signs need not be large; a simple list clearly legible is all that is required. Some places have a sort of standardised plate. Undoubtedly such devices add to business and are appreciated by drivers.

MOTOR JOTTINGS

INDICATORS

And Stop Lights

The new direction indicator and stop light regulations are to criticism on one or two points. They become effective on January 1st next and are summarised on a later page. They apply to all vehicles registered on or after January 1st next, but nothing in them requires that a direction indicator or stop light must be fitted. They ensure that all indicators which "are" fitted shall be of semaphore type.

First, in view it would have been well to make stop lights in working order compulsory on newly registered, and in certain cases the centre pillars cannot easily be made to carry the indicator. Also, the coupe body with only two wide doors gives rise to difficulties. If one exception is made, others whose body construction merits it should also have been included.

It seems as though the intention is for all indicators to be mounted well forward, say, level with the windscreen. A requirement is that the driver may be readily aware from his driving seat whether the indicators are operating correctly. It is probably this wish that has led to the preference for a forward mounting, and also to the use of the indicator. A requirement is that the driver may be readily aware from his driving seat whether the indicators are operating correctly. It is probably this wish that has led to the preference for a forward mounting, and also to the use of the indicator.

Direction indicators, when fitted, will have to be not more than four feet behind the base of the windscreen. Pillarless four-door saloons are specially exempted from this four-foot requirement if the indicator is not situated behind the widest part of the body. However, bodies with very narrow centre pillars do not receive exemption the fact that we are accustomed to look for signals from the neighbourhood of the driving seat. Emphasis appears to be laid on the visibility of the indicator from the front. We would point out that it is visibility from the rear that is more important.

It is well that position and type of such fittings as direction indicators should be standardised so far as is reasonable, and the new regulations will adequately achieve that purpose. On the other hand, to standardise a type discourages those who are not prepared to admit that perfection and finality have been reached.

50,000 MILES IN A £2 CAR

Over 50,000 miles of motoring for almost nothing!

I know it is hard to believe, but it's true—I talked to a man yesterday who has actually done it, writes a correspondent.

He is Mr. Frederick A. Banwell, of Leighton Buzzard, and this is how he managed it.

He bought a car for £2 last year. Day after day he has it for his private hire service, and up to yesterday it had completed 50,000 miles.

Even more remarkable perhaps, is the fact that it has run practically trouble free.

And all it needs to-day, Mr. Banwell told me, is new bit of carpet on the floor!

"It's a rattling, good car," he said, "in more senses than one. It had a rattle in it when I bought it, and it has one still, but nothing has developed from that."

"I bought it in London—it's of 1925 vintage."

NEVER A MISHAP

"I have spent practically nothing on her. I did not decarbonate her until she had done 10,000 miles."

"When, after 20,000 miles, I took a look at the big ends, they were still all right."

"I have never had a mishap in her—touch wood—and my only complaint is"—this with a laugh—"that depreciation is very high!"

"Honestly, though, I would not sell her today for ten pounds. She really does look quite decent, too—except for that bit of carpet."

The Other Point Of View

This is the age of efficiency. There is but one standard by which an article is judged: Does it serve its purpose "efficiently?" The family man wants a motor car that will protect his wife and children from rain and cold, so he buys a five-seater saloon. The sportsman wants a motor car with thrilling acceleration and high maximum speed, and he buys an open two-seater. Although the family man may sigh occasionally for better performance, and the sportsman wish sometimes for just a little more protection from the elements, yet each vehicle serves its main purpose efficiently.

To-day, all cars fall naturally into two separate groups, family and sports. The distinction is important, for each group has produced its own type of driver. As a rule, the family saloon is driven very largely on top gear, while in sports cars the gear box is in constant use. Very often the family car functions for thousands of miles without much attention; brakes are out of adjustment and tyre treads badly worn, the engine responds sluggishly to controls unlubricated since assembly, and generally the vehicle—although still very comfortable—is below par. Almost invariably the sports car is maintained in excellent condition, brakes finely adjusted, engine in perfect tune, all controls in good working order, and the entire vehicle more efficient mechanically than when it first left the works.

In these circumstances a difference in driving methods is not only natural, it is inevitable. But here is the important point—each driver must realise the other man's position!

THE FAMILY OUT FOR A RUN

Suppose, for example, that I am a family man taking wife and children out for an afternoon run. You come up behind in a sports car. The road is narrow, with a crossing fifty yards ahead. You hook, indicating that you intend to overtake. Now, in my mirror, I can see that yours is a fast car, but somehow I cannot believe that it is fast enough to pass, return to the left-hand side of the road, and still slow down for the crossing.

The fault may be mine, but I simply cannot credit you with good enough acceleration and good enough brakes. Possibly you don't realise that a crossing is ahead. So I accelerate, intending to wave you on after we have both negotiated the cross-roads; but still you come on, draw level, and then cut-in to the left. I slam down the brake pedal; my wife puts her hands over her eyes; the sudden alteration in speed jolts Edith (aged three) off the rear seat, and Bobby (aged five) barks his knuckles on the walnut fillets. Ignoring—for the moment—screams and yells, I see that, after all, your acceleration and braking were good enough and that you were justified in overtaking; but you have given my wife a bad fright.

Now, note this point. You have proved yourself in the right; I am compelled to admit that I was wrong. I see the position from your point of view, but you know nothing of mine! Beyond an ironic remark about an "old family bus," you take no further notice. You don't understand my position.

Let us take another example. Again I am a saloon driver, this time following a stream of trams and heavy commercial vehicles. You come up behind in a sports car and indicate that you are about to overtake the line of traffic. In the distance is an oncoming tram. I have already decided that it is not possible to pass and cut-in to the left before meeting the oncoming tram. Thinking that you may not be aware of the tram—not realising how your low-built bodywork allows you to lean out and obtain a much better view than is possible from any saloon—I give the slow-down signal.

But you sweep past, taking trams, buses, four-ton vehicles in between the leading bus and the oncoming tram—or so it seems to me. "What an ass!" I say to my passenger. "He almost

smashed up his car. Next time he won't be so lucky." Lucky! How was I to know that you had ample acceleration to spare, that you completed the manoeuvre with tons of power in reserve, that you exercised skill and judgment in deciding to overtake? I knew that I didn't overtake, and therefore I assumed that no one else could!

INCONVENIENT FOR THE LEADER!

Now, suppose that your sports car is following my family saloon along a narrow, fairly open, winding road. At last there is a straight section, which you utilise at once to overtake. Perhaps I am in a hurry myself, and so decide to use you as a pacemaker. Of course, you leave me on the straight stretches, but I make up as you slow down for cross-roads and on sharp bends. "I realise, also, that perhaps I'm taking slight risks, but if you go round bends quickly, why shouldn't I? And so mile after mile my old saloon careers madly in pursuit."

As family motorist, I don't know how awkward it is to have someone following immediately behind, probably with indifferent brakes and little or no experience in taking corners quickly. I don't realise that you have more powerful brakes and better acceleration. It doesn't occur to me that if you stop suddenly I must choose between ramming your car or striking anything that may be approaching from the opposite direction. I don't realise that, whereas you slow down for cross-roads and accelerate on the straight, I'm making up on the cross-roads what I lose on the straight.

To come down to brass tacks, motorists to-day insist upon efficiency, but are they themselves efficient? Just as we judge a car by its suitability for purpose, so should we judge a motorist by his ability to realise the other man's position.—W. A. G. M. in "The Autocar."

THE CUSTOMER

Is He Always
Right?

Much is written and said about the deficiencies of repair garages, but little is heard of their point of view. Whilst many of them efficiency and speedy execution are sadly lacking, there is no doubt that many motorists' definitions of "good service" can only be upheld by the vigorous application of a magic wand.

The garage's greatest bugbear is the "man in a hurry." Whilst he may not actually hold them responsible for his car's bad behaviour, he does create the impression that it should have been anticipated and a staff of competent mechanics be waiting for him. The apologetic suggestion that the garage is very busy is ignored. Special consideration should be extended to him, as none of the other cars awaiting repair can be so urgently required.

To the exasperation of the mechanic, he persists in keeping up conversation whilst an examination is made, and if the trouble is not diagnosed in a few minutes he consults his watch and generally impairs the skill of even the most phlegmatic mechanic by his attitude. Eventually, when the repairs are completed at the risk of invoking the wrath of disappointed customers, it often transpires that his car was not so urgently needed after all.

Perhaps the garage man's greatest worry is the man who never wants to pay. This may be natural up to a point—but mechanics have to be trained, and even a loose nut cannot always be traced without experience and the expenditure of time. The actual repair may not be lengthy, but that is reason for expecting it to be done for nothing. If the repair is extensive, the manager may be blamed for proceeding with it, and if he waits for further instructions he is often accused of wasting time.

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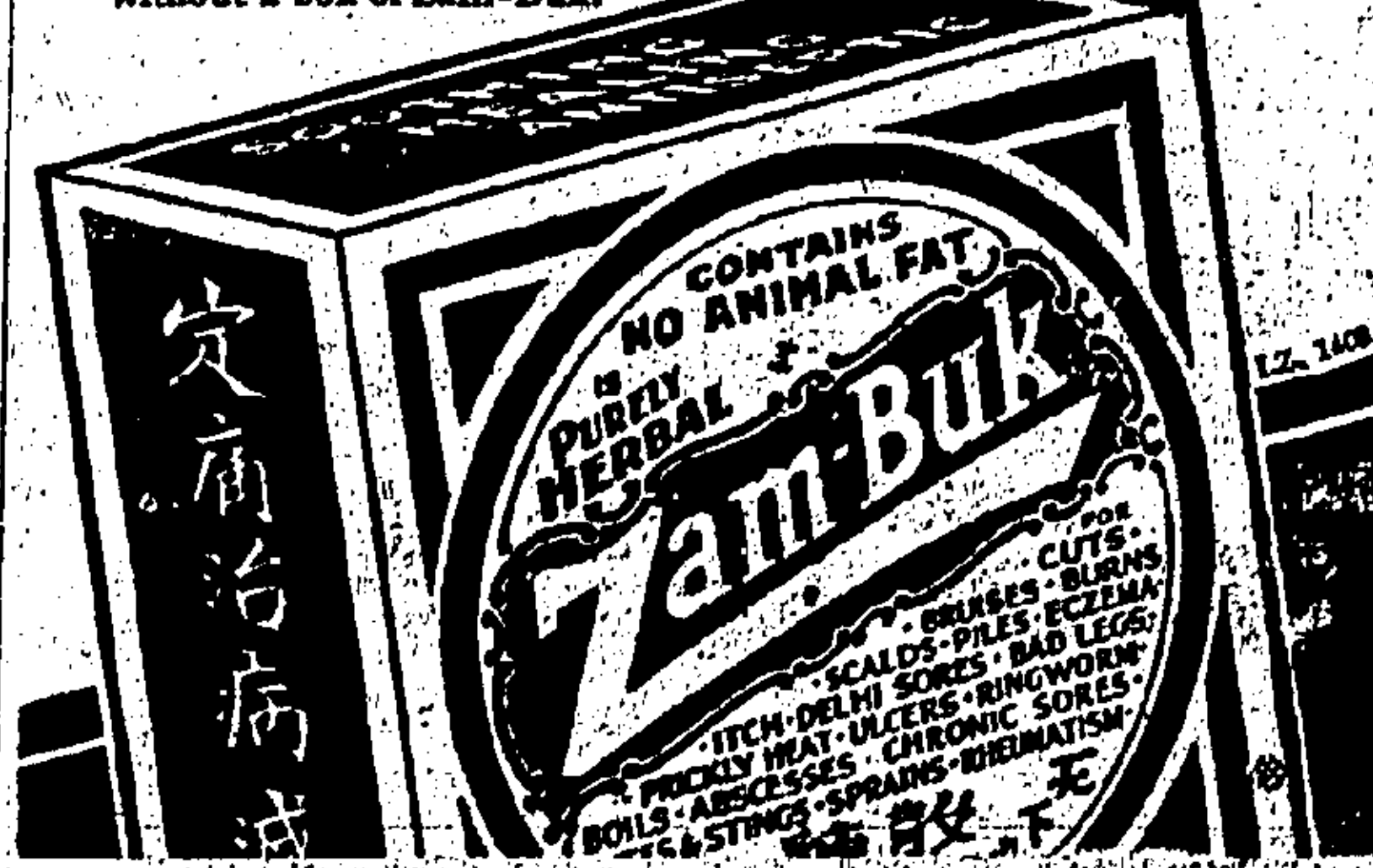
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SUPERCHARGING A POPULAR SPORTS CAR

Interest has undoubtedly been growing lately in the application of supercharging to existing cars, not with the object of raising the maximum speed excitingly, but as a method of improving acceleration and all-round performance. This can often be achieved by the use of a supercharger set to blow at a mild pressure sufficient to give a forced induction effect, but not strong enough to lead to over-revving and consequent stress on the components beyond the limits of the original design.

An example is a 1935 P-type M.G. Midget converted by the well-known firm of Jarvis and Sons, Ltd., of Wimbledon, distributors of M.G. cars for south-west London, who have applied a Centric supercharger to one of these cars.

This machine was driven some 150 miles by way of a test, including a good proportion of traffic use, main road running, and checking performance at Brooklands. The maximum speed was found to be above 78 m.p.h. as a timed speed with the windscreen folded down, and 75 m.p.h. genuinely with the screen raised, but more interesting were the acceleration figures, which from rest through the gears to 50 m.p.h. worked out at an average of 18 1/5 sec., and from rest to 80 m.p.h. at 26 1/5 sec., these being good figures for a car nominally of 8 h.p.

IMPROVED TOP-GEAR ACCELERATION

The acceleration on top gear, too, was interesting, averaging out from 10 to 30 m.p.h. at 14 3/5 sec., from 20 to 40 m.p.h. at 15 4/5 sec., and from 30 to 50 m.p.h. at 17 2/5 sec. Also, the 1 in 5 Test Hill was climbed from a standing start, using first and second gears, at 20.02 m.p.h., a much faster climb being made by changing up than on first gear only.

A fuel consumption test was taken, using two gallons for the purpose. Including the Brooklands tests mentioned, employing maximum speed for some distance, full use of the gears, and also bringing in conditions which

would correspond to town use, and some main road motoring, the figure worked out at the very creditable average of 29 m.p.g. The engine oil level did not alter.

A striking point about the car from the supercharger angle was that it had not been made noisy mechanically; at low speeds only a faint whirr from the blower was audible, and in spite of several experiments to see whether the sparking plugs would oil up with the engine left ticking over slowly, no such difficulty was experienced. Neither was there spitting back or missing at any time, whilst starting from cold was as easy as it usually is with M.G. cars, which is saying a lot.

The use of the supercharger gives the car a infinitely improved acceleration from the lower and middle speeds, and there is a useful 'reserve' for top gear acceleration from 55 or 60 m.p.h. onwards, which is valuable. When cruising at about 60 with the throttle partly open no 'blow' is indicated, however, on the gauge, and in any case the maximum supercharger pressure is 5 lb. per sq. in. Provided that this degree of supercharging is not exceeded it is understood that the M.G. Company approve of the conversion, which can be undertaken by the firm of Jarvis at £32, including fitting for the P-type M.G. At 50 m.p.h. and onwards the exhaust was barely noticeable, and the car settled down beautifully, whilst its safe, steady handling was greatly appreciated; at lower speeds, around 2,500 r.p.m., there was a conspicuous exhaust note.

The Centric supercharger fits in quite neatly on the off side of the engine, and is driven by a belt from the existing pulley on the nose of the crankshaft, with a jockey pulley interposed. This drive, besides being dead silent, appears to be perfectly positive.

An important point is that oil does not have to be added to the fuel, nor is there a separate oil tank for the supercharger. A pump embodied in the blower ensures a supply automatically. Accessibility of the engine in general does not seem to be impaired.

PLAN TO HELP CHINA

Benefits To Britain And Japan

(Special Air Mail Service)

London, Sept. 16. Sir Frederick Leith-Ross, Chief Economic Adviser to the British Government, who is going to China to investigate the economic and financial situation there, told me to-day writes a London correspondent, that he expects to get the Japanese view of the situation shortly, before leaving for China next week.

I understand that to-day he had interviews with the Minister of Finance, Mr. Takahashi, and with the Foreign Minister, Mr. Hirota, and emphasised the point that Anglo-Japanese co-operation in reconstructing Chinese finances would restore the Chinese people's purchasing power, and so profit both British and Japanese trade.

CANADA'S THREAT

If Mr. Bennett, the Canadian Prime Minister, carries out his threat to denounce the Commercial Agreement with Japan, despite the Note just delivered at Ottawa reiterating Japan's readiness to lift the embargo on many Canadian goods provided, Canada is "reasonable," it is believed Japan will place an embargo on the remainder of Canadian exports to Japan.

tion house will be sold off by auction in London at an early date.

Commas Do Count

Puzzled gangster: Did you say "Shoot the works, boss" or "Shoo! the works boss?"

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A JUBILEE FOR THE PRINCE

Welsh Celebrations
Proposed

(Special Air Mail Service)

London, Sept. 16. A proposal to commemorate next year the 25th anniversary of the Prince of Wales's investiture by the King at Caernarvon Castle is being considered by a committee of the Town Council. It is hoped that the Prince might be able to attend.

The committee, which meets to-morrow, is expected to recommend the council to carry out the project. The council will come to a decision in the first week of October.

It has been suggested that the Prince's Jubilee commemoration should take the form of a pageant depicting various phases of Welsh national life or a reproduction of scenes at the investiture.

CAERNARVON IN 1911

It was on a blazing hot day in the summer of 1911 that the Prince, then a youth of 17, was led by the King to a canopied dais in the centre of the Castle courtyard, and there officially invested Prince of Wales. The Prince subsequently climbed to the topmost tower of the Castle and was acclaimed by the greatest crowd Caernarvon has ever known, standing in the Castle Square below.

The idea for a Welsh investiture was first suggested by Dr. A. G. Edwards, the first Archbishop of Wales. He recalled how, after the suppression of the Welsh by Edward I, that King promised the objectors to give them a Prince who could not speak a word of English. Queen Eleanor had just given birth to a son, later Edward II, in Caernarvon Castle, and this infant was shown to the chiefs as their Prince.

Archbishop Edwards was one of those who held that the Prince of Wales's motto, "Ich Dien," is really a corrupted spelling of the Welsh words "Eich Dyn" (your man), which King Edward used as he held the baby prince out to receive the chiefs' homage.

ALMOST ALL GLENCOE NOW SOLD

Only Two Remaining
Properties

(Special Air Mail Service)

London, Sept. 16. Intimation is made by Messrs. Walker, Fraser and Steele, the Glasgow and Edinburgh estate agents, who in conjunction with Messrs. Fox and Sons, Bournemouth, were entrusted with the disposal of Glencoe Estate, that with two small exceptions the entire lands of Glencoe have now been finally sold. The only remaining portions are a cottage at Brecklet, North Ballachulish, and the stock farm and sporting property known as Strone, extending to about 3,500 acres. Negotiations in connection with the two lots are at present proceeding.

Messrs. Walker, Fraser, and Steele sold Glencoe in the spring of this year for Lord Strathcona and Mount Royal. The purchasers were two Bournemouth brothers, the Messrs. Lambert who shortly afterwards instructed the firm, in conjunction with their Bournemouth correspondents, to split the historic lands into small lots and sell them off by auction in the Glen. The various estates, came under the hammer in Glencoe House on the last day of July.

Among the sections which have changed hands at this time are:—Glencoe House, with an approximate area of 954 acres; Invercoe House, originally the mansion house of the estate; the home farm of over 85 acres; and Carlsch House, a residence near Loch Leven. Glencoe Pier has changed hands, as has also the stock farm and sporting property of Ach-na-con, extending to 2,748 acres. Other properties on the lands disposed of include:—Glachalg Hotel, which was one of the stages in pre-railway days of the five-house coach which ran between Fort William and Glasgow.

Within the estate is the scene of the Massacre of the MacDonalds in 1692, and the Pass of Glencoe. The Glachalg Hotel, on which is the scene of the massacre, was acquired by the National Trust of Scotland. The sales concluded a Glencoe estate to over 48,000 acres. The furniture of the man-

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Stomach Trouble?

A London physician writes:

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One of the many forms in which "nerves" manifest themselves is disorders of the stomach. Digestion — like every other function of the body — is governed by the nervous system. "Heavy digestion," "weak stomach" — all those troubles are in 9 out of 10 cases due to overstrained nerves. That is why Sanatogen often works wonders in all troubles of the stomach and the intestines. And even in the most serious cases of stomach disease Sanatogen is prescribed by the leading physicians, because it not only regulates the functions of the stomach,



but also because it is so easily digestible and gives the stomach a rest. Enjoy your meals again, enjoy life again, by taking Sanatogen. Sanatogen is absolutely trustworthy. Over 25,000 physicians have expressed their admiration in writing.



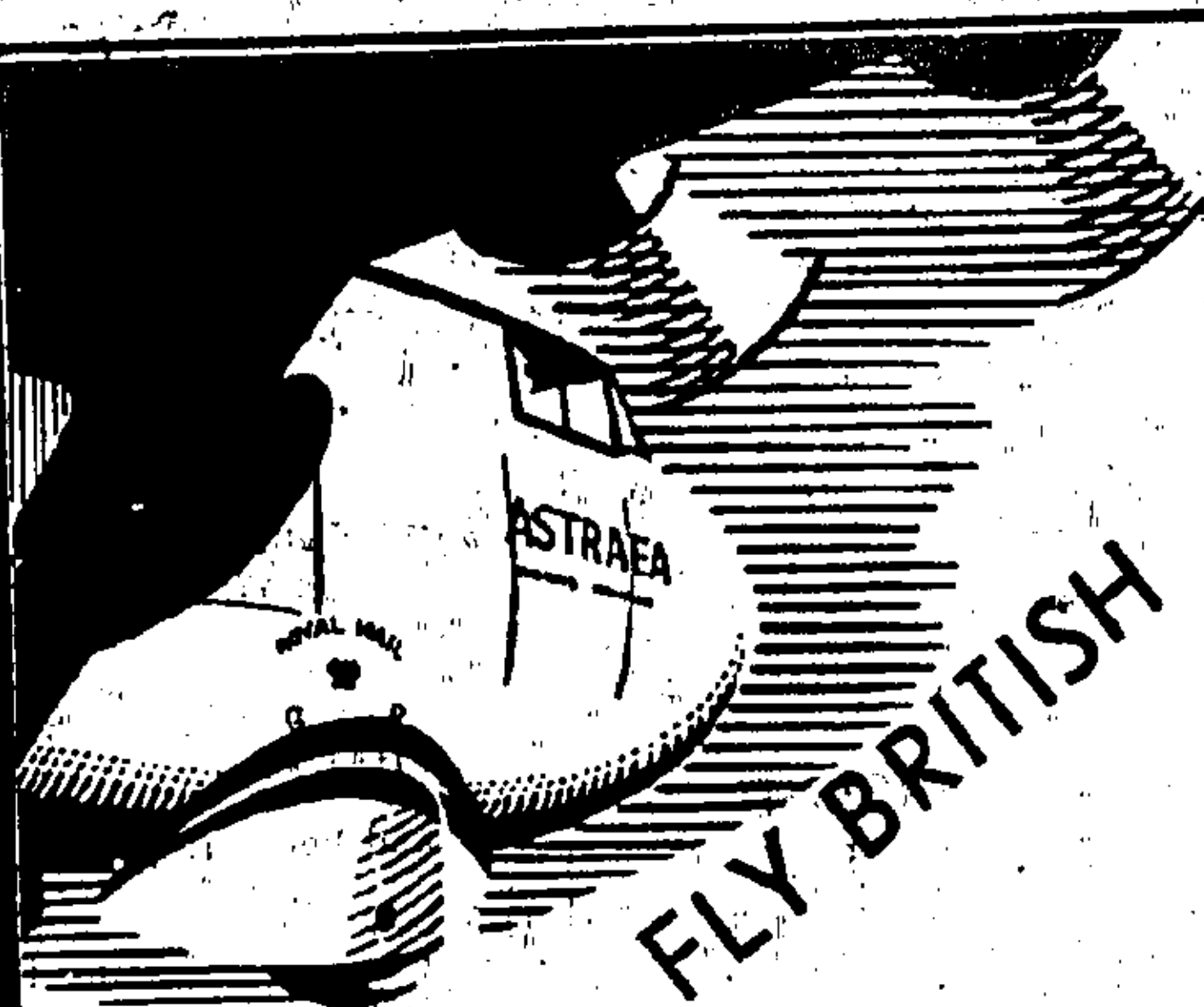
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And that famous medical paper, "The Lancet," says: "There is abundant evidence of the value of Sanatogen as a restorative and food, more especially in cases of general debility."

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At all Chemists and Stores.



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AIR TRAVEL
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Arr. CALCUTTA Mon.	Arr. DARWIN Tues.
Arr. LONDON Mon. (week)	Arr. BRISBANE Thurs.

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TO LET—Spacious Godown at No. 8 On Lok Lane, (Hennessy Road, Wanchai). Apply to: Ganjo, Price & Co., Ltd. [10 2]

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ON VIEW FROM MONDAY,
THE 7TH OCTOBER, 1935.

TERMS:—CASH ON DELIVERY.

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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

12.30 to 2.15 p.m.—European recorded programme.
1 p.m.—Local Time & Weather Report.
1.30 p.m.—Reuter Press Bulletins, Rugby Press Bulletins, etc.
2.15 p.m.—Close Down.
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme
7 to 7.25 p.m.—

Orchestral Music
Egmont Overture (Beethoven).
Le Prince Igor, March (Borodin).
Symphony Antar—Third Movement (Rimsky-Korsakov).
Woodland Interlude; Dream Children (Elgar) (Op. 42 No. 1).
Dream Children (Op. 43, No. 2)

7.25 to 7.42 p.m.—
Vocal Gems

The Maid of the Mountain (Fraser-Simson).
The Belle of New York.
7.42 to 8 p.m.—"Jubilee Music Hall Parade" 1910-1914.

8 p.m.—Local time and weather report; closing local stock quotations.

8.05 to 8.30 p.m.—
From the Studio

A Jazz Piano Recital by Bill Cameron.
8.30 to 9 p.m.—Quartet No. 2 in D Minor (Borodin) played by the Pro Arte Quartet.

9 to 9.15 p.m.—A Relay of the Davenry News Bulletin (Copyright by Reuters).

9.15 to 9.30 p.m.—
Violin Recital by Albert Sandler

1. Pale Moon—Indian Love Song (Logan, arr. Kreisler).
2. Estudantina—Waltz (Waldteufel).

3. Dolores—Waltz (Waldteufel).
4. The Child and his Dancing Doll (Johnny Heykens).

5. Spanish Serenade (Johnny Heykens).
9.30 to 10 p.m.—

From the Studio
A Concert by Mrs. W. Sinclair (Contralto).

Nura Karis (Pianoforte).
Victor Sanders (Baritone).

PROGRAMME
1. Song: Soitly awakes my heart ("Samson and Delilah") (Salut-Saens)—Mrs. Sinclair.

2. Planforte Solos: Poetic Tone Picture (Grieg).
Valse (Grieg)—Nura Karis.

3. Songs: Dull Care, and The Happy Lover—Old English Songs, arr. Lane Wilson.—Victor Sanders.

4. Songs June (Quillar).
Silent Worship (Handel).—Mrs. Sinclair.

5. Planforte Solos: Lyrical Fragments Nos. 3 and 4, Op. 23 (Mendel)—Nura Karis.

6. Songs
The Ship of Rio.
My Sweet Sweeting, and Tally Ho! (Leon)—Frederick Keel

10 p.m.—Big Ben: Reuter Press Bulletins.
10.05 to 11 p.m.—Dance music.
11 p.m.—Close down.

BERLIN PROGRAMME

9 p.m.—Call DJA, DJB, DJN (Germ., Engl.).
German Folk Songs.
Programme Forecast (Germ., Engl.).

9.15 p.m.—Rhapsodie No. XII, by Liszt.
Frida Haspel.

9.30 p.m.—Home Abroad, A Visit to Foreign Students in the Hegel—and Humboldt House.

9.45 p.m.—News in English on DJA and in Dutch on DJB, DJN.
10 p.m.—Relayed from Cologne: A Merry Hour.

11.15 p.m.—News in German on DJA, DJB, DJN Close DJB (Germ., Engl.).

11.30 p.m.—Current Events.
11.45 p.m.—"Chained with Garlands of Roses" Verses and Music from the early Rococo.

12.15 a.m.—News in English on DJA and in Dutch on DJN.
12.30 a.m.—Close DJA, DJN (Germ., Engl.).

Substitute
A factory superintendent visiting Toronto threw a nickel towards the blind man's cup. The coin missed and rolled along the pavement, but the man with the dark glasses quickly recovered it.

"But I thought you were blind?"
"No, I am not the regular blind man, sir," he said. "I'm just taking his place while he's at the movies."

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

QUOTATIONS

New York, October 6.

	High	Low	Close	Change
New York/London Cross-rate	4.89 1/2	4.88 1/2	4.89 1/2	1/2 up
New York Cotton—Dec.	11.5	10.89	11.00	.03 off
New York Rubber—Dec.	12.35	12.20	12.25	.15 up
Chicago Wheat—Dec.	1.09 1/2	1.08 1/2	1.09 1/2	.01 up
Chicago Corn—Dec.	.64 1/2	.63 1/2	.64 1/2	.01 up
Montreal Silver—Dec.	67.45	66.00	67.00	.30 off
Silver—Official	—	65 1/2	65 1/2	unchanged

	High—1934/35	Low	Oct. 4	Oct. 5	Change
Dow Jones Averages	135.08	84.58	139.76	130.25	.49 up
30 Industrials	92.96	7.11	39.54	33.73	.19 up
20 RAIL	31.02	14.38	24.81	24.70	.09 up
20 UTILITIES	97.47	84.73	99.72	95.84	.12 up
40 BONDS	85.25	41.98	57.43	57.87	.44 up
11 COMMODITY INDEX	—	—	—	—	—

Business Done:—700,000 shares.

Stock & Div. Last Sale Oct. 4 Oct. 5

Adams Express	7 1/2	7 1/2
Amer. Can. (4)	142	141 1/2
Am. Cyanamid "B"	—	—
(25d.)	22 1/2	22 1/2
Am. For. Pwr.	5 1/2	5 1/2
Am. For. Pwr. \$7 1st	—	—
Pf.	30	30 1/2
Am. Locomotive	—	—
Am. Radiator	16 1/2	16 1/2
Am. Smelting	49 1/2	51
Am. T. and T. (9)	137 1/2	137 1/2
Am. Tob. "B" (5)	100 1/2	100 1/2
Am. Waterworks (1)	15 1/2	15 1/2
Am. Waterworks \$6	—	—
pref. (6)	82	82 1/2
Anacosta Copper	21 1/2	22 1/2
Atch. T. and S. F.	—	—
(25d.)	45	44 1/2
Auburn Automobile	36 1/2	36 1/2
Baldmore & Ohio	13 1/2	13 1/2
Bethlehem Steel	36 1/2	37 1/2
Boeing Airplane	15	16 1/2
Borden Co. (1.60)	56	57
Borg. Warner (1d.)	82	83 1/2
Case	—	—
Canadian Pacific	9 1/2	9 1/2
Caterpillar Tract.	51 1/2	51 1/2
Ch. Nat. Bk. (1.40)	28 1/2	29
C.P. Corp. (2.50)	42 1/2	42
C.P. Corp. and	—	—
Ohio (2.80)	43 1/2	43 1/2
Chrysler (1d)	72 1/2	72 1/2
Col. Gas & Elec.	12 1/2	12 1/2
Comm. Solv. (60)	17 1/2	17 1/2
Comm. Stnrm.	1 1/2	1 1/2
Comm. Stnrm. \$6	—	—
cum. Pf. (6)	59	59 1/2
Cons. Gas. N.Y. (2)	27 1/2	27 1/2
Cons. Oil (28)	7 1/2	7 1/2
Cont. Oil (25)	19 1/2	19 1/2
Corn Prod (3)	61 1/2	61 1/2
Douglas Aircraft	30 1/2	31 1/2
Du Pont (2.60)	128	129 1/2
Elec. Bond & Share	12 1/2	12 1/2
Elec. Bond \$5 Pf (5)	—	—
Elec. Bond \$6 Pf (6)	62	62
Fox Film "A"	—	—
Gen. Elec. (50)	33	33 1/2
Gen. Foods (1.60)	32 1/2	32 1/2
Gen. Motors (1d)	45 1/2	46
Gen. Rly. Sigs (1)	32 1/2	31 1/2

* Bid * ex. div.

FLAG LIST CHANGES

Vice-Admiral Im Thurn Retires

(Special Air Mail Service)

London, Sept. 16.
The following retirements and promotions in the flag list are announced by the Admiralty:

Rear-Adm. Geoffrey Blake, C.B., D.S.O., to be Vice-Admiral, to date to-day.

Vice-Adm. John K. Im Thurn, C.B., C.M.G., C.B.E., placed on the Retired List, to date to-day.

Capt. Brian Egerton, A.D.C., to be Rear-Admiral, to date to-day, and placed on the Retired List from to-morrow.

Vice-Adm. Im Thurn, who has been in the Navy for 40 years, is a well-known specialist in wireless and signals. During the first part of the late war he was commander for wireless and war staff duties in the Vernon, and in 1917 he joined the staff of Adm. Madden in the Revenge. He was Chief of Staff, Mediterranean, in October, 1929, on his promotion to flag rank, and two years later was appointed Assistant Chief of the Naval Staff.

Vice-Adm. Im Thurn vacated in July this year the command of the First Cruiser Squadron.

Vice-Adm. G. Blake, C.B., D.S.O., who succeeded Vice-Adm. Im Thurn in the command of the First Cruiser Squadron, was Adm. Jellicoe's gunnery and principal control officer in the Iron Duke at Jutland, and received the D.S.O. for his services. He attained flag rank in April, 1931, and became Fourth Sea Lord in the following year. His promotion dates from to-day.

Formerly Flag Capt. and Chief Staff Officer in the aircraft carrier Courageous. Rear-Adm. Egerton

FIRST ENGLISH

"TURBOMOTIVE"

"Glides Like A Car"

(Special Air Mail Service)

London, Sept. 18.
There is a strange looking engine now running daily on the L.M.S. Railway between Euston and Liverpool.

When it starts it does not puff or make the other noises of the familiar locomotive. There are no pistons or connecting rods turning the wheels, and the engine glides away with the smoothness and silence of an expensive motor-car. In front there is a huge oil-cooling radiator.

This is the first turbine engine to be built by a British railway in its own works. It began its career, after some experimental runs, last Tuesday night. Although the engine was not fully tested, it maintained an average speed of 69.8 miles an hour between Crewe and Willesden with a load of 330 tons.

In addition to eliminating practically all exterior machinery it is hoped that the engine will

Save 15 per cent. coal consumption.

Obtain more rapid acceleration. Save on maintenance costs of engine and track.

The "Turbomotive" has taken the Glasgow to London sleeping car express from Crewe to London, and saved nine minutes on the schedule between Crewe and Tring.

served as torpedo officer and first lieutenant of H.M.S. Euryalus and H.M.S. Valiant in the late war. He was promoted to captain in 1923.

LAMBERT AUCTIONS

PUBLIC AUCTION

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

ON

WEDNESDAY, OCT. 9, 1935

COMMENCING AT 2.30 P.M.

At Their Sales Room,

No. 35, HANLOW ROAD,

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A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising—

Chesterfield Suites, Bed Room and Dining Room Furniture, Alum and Glass Ware, Ice Chest, Clocks, Table Lamps, Ornaments, Gramophone and Records, Pictures, Enamel Bath, Linen, etc., etc.

Also

A QUANTITY OF BLACKWOOD FURNITURE

and

CINEMA TRADE NOTICES

THE LIVES OF A BENGAL LANCER

"The Lives of a Bengal Lancer" showing at the Oriental Theatre on Wednesday, Thursday, Friday and Saturday features Gary Cooper, Franchot Tone, Richard Cromwell, and Sir Guy Standing in the leading roles.

It is a picture replete with the sounds and sights of the mysterious East, as authentic as the Himalayas themselves and equally thrilling "The Lives of a Bengal Lancer" is particularly remarkable for its fine, dramatic story of our great soldiers.

The plot of "The Lives of a Bengal Lancer" revolves about the conflict between Sir Guy Standing—hard-bitten, crusty colonel—and three of his subordinate officers, one of whom is his son.

Cooper and Tone contribute the outstanding portrayals of courageous and romantic campaigners to "The Lives of a Bengal Lancer," and the entire cast including Monte Blue, C. Aubrey Smith, Douglas Dumbrille, Kathleen Burke and Akim Tamiroff in the supporting roles, render sterling performances.

GINGER

Jane Withers, now in Hollywood's success row, following more than three years struggle, travelled from her home town, Atlanta, to Hollywood laden with letters from scores of important citizens.

There was one from the manager of the Radio Station, others from theatre managers, even one from Bobby Jones, the famous golfer and pride of Georgia.

The letters, however, proved no "open sesame" at the movie studios. Jane, then six, and her mother met a great many interesting and polite studio gate-men and that was all.

Six months ago, almost ready to call it quits and go back home, Jane was selected for the "bad" girl part in Shirley Temples' "Bright Eyes" and as a result won a long term Fox Film contract and is now being launched in her own productions.

"Ginger" the first one which was produced by Sol M. Wurtzel and directed by Lewis Seiler comes to the Alhambra on Thursday O. P. Heggie, Jackie Searle and Katherine Alexander are featured in the cast.

MINNIE

TO-DAY ONLY at 2.30, 5.10, 7.15 & 9.30 P.M.

popular demand!

AMERICA'S ANNUAL "MIRTH" MUSIC—345 TIMES BETTER THAN A YEAR AGO!

GEORGE WHITE'S 1935 SCANDALS

★ ALICE FAYE
★ JAMES DUNN
★ RED SPARKS
★ LYDA ROBERTI
★ GUY EDWARDS
★ ARLINE JUDGE
★ ELEANOR POWELL
★ BENNY RUBIN
★ EMMA DUNN
★ GEORGE WHITE

"THE INFORMER"

FORMERLY with VICTOR MCGLOTHLIN—HEATH-LEIGH L. RADIO

YOUNG EAGLES

With prohibition definitely repealed, financial reforms rampant, gangsters and kidnappers flourishing and the morals of the country tottering in the balance, it comes as a surprise that those much maligned moguls of big business, the motion picture producers, should at this time have taken a definite stand for clean pictures embodying high artistic ideals.

With such films as "Little Women," "Alice in Wonderland," "Lady for a Day," and "State Fair" as recent achievements, and incidentally clicking at the box office, the movies deserve a vote of thanks from the entire country.

Following right in line with these worthwhile films is "Young Eagles," a screen drama of youthful adventure, recently released by Romance Productions, Inc., silhouetted against a colourful and inspiring background of Boy Scout life, this intriguing chapter film depicts the experience of two American youngsters in the jungles of Central America.

Because of its high idealism, its authentic wild animal features, its picturesque portrayal of jungle life and its faithful adherence to the tenets and principles of good citizenship advocated by the Boy Scouts of America, it has won the full approval of this organization and is being sponsored by them.

"Young Eagles," which comes to the Alhambra to-day features two heroes, Bobby Ford and Jimmy Adams.

EXPLORERS' THRILLS

Quest Expedition Snip at Aberdeen

(Special Air Mail Service)

London, Sept. 18. The thrilling experiences in the Far North of members of the British East Greenland Expedition, 1935-36, were described on the arrival at Aberdeen yesterday of Shackleton's famous exploration ship Quest.

The expedition, which left Aberdeen on board the Quest on July 4, consisted of a summer party and a winter party.

The summer party, which has returned on the Quest, consisted of Mr. A. Courtauld, second in command of the expedition, and Mrs. Courtauld; Mr. and Mrs. J. Longland; and Mr. Muncie, who is a Dane. The other party, which is spending the winter in Greenland, consists of Mr. L. R. Wager, leader of the expedition, and Mrs. Wager; Mr. and Mrs. H. Wager, Dr. Fountaine, Mr. P. Chalmers, and Mr. W. A. Deer.

Mr. Courtauld told "The Bulletin" an interesting story of the experiences of the expedition.

On leaving Aberdeen, he said, they went to Reykjavik in fairly good weather, and took on board two Danish ethnologists.

About three days after leaving that port they experienced very bad ice conditions. Four sealing ships were sunk in the ice, and the crews were taken off by a fifth ship and taken back to Norway.

"We had difficulties with pack ice," said Mr. Courtauld, "and at one time had to prepare to abandon the ship, as we were being carried down by the tide on to a big iceberg."

UNFETTERED

"We drifted clear, however, and about two days later reached Angmagssalik, the chief Eskimo settlement on the east coast of Greenland, where we took on board two families of Eskimos and 14 dogs."

"We had 14 Eskimos, 14 dogs, 14 of a crew, and 14 of an expedition," added Mr. Courtauld, with a smile. "The Eskimos were going to winter with the remainder of the expedition at Kangerdluak, 250 miles farther north."

On leaving Angmagssalik, said Mr. Courtauld, they steamed north, and soon got into bad ice again. They were eight days in thick ice, and they did not think they would get back to the coast again. They finally managed to get in, and heard that a big Danish ship was unable to get in, that a Norwegian ship was unable to get through to relieve trappers who had been wintering farther north for two years, and that a Norwegian ship with an American expedition was also unable to get in and had to return to Norway.

They landed the Eskimos at Kangerdluak and set out north for Waidmann Fjord to start their inland journey. They only reached Irmanger Fjord. It was then August 7, too late in the season to waste any more time going farther north, so they decided to start their inland journey from Hinangen.

SLEDGING THRILLS

"We started with nine men and two sledges," said Mr. Courtauld, "man-hauling the sledges, and after five days of fairly hard pulling in softish snow we got about half-way into the Watkins Range of mountains which were discovered in 1930. We sent back three men and a sledge, as had been

QUEEN'S THEATRE

SHOWING TO-DAY at 2.30, 5.10, 7.30 & 9.30 P.M.

HE'S HUMAN DYNAMITE!

The savage lover of "Black Fury" turns his might against an inferno of horror—unleashed by a woman!—1000 feet below the earth!

KAREN MORLEY

NEXT CHANGE

THE CRUSADES

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"George White's 1935 Scandals"

QUEEN'S:—
"Black Fury"

ORIENTAL:—
"6-Day Bike Rider"

Kowloon

ALHAMBRA:—
"Young Eagles"

MAJESTIC:—
"Reckless"

Coming

KING'S:—
"The Informer"

QUEEN'S:—
"She"

ORIENTAL:—
"The Crusades"

ALHAMBRA:—
"The Lives of The Bengal Lancer"

MAJESTIC:—
"Ginger"

ORIENTAL:—
"Orchids To You"

NEW BARRACKS FOR GORDONS

OPENED BY MARQUIS OF HUNTLY

Sir Ian Hamilton's Tribute

(Special Air Mail Service)

London, Sept. 18. The new barracks of the Gordon Highlanders at Bridge of Don, Aberdeen, were formally opened by the Marquis of Huntly, the "Cock of the North," one of whose ancestors founded the regiment.

General Sir Ian Hamilton, the Colonel-in-Chief of the regiment, led the march of the Depot Gordons and former members of the regiment into the new depot. A feature of the ceremony was the splendid turn-out of ex-Gordons.

Some 700 former Gordon Highlanders took part in the parade. They included many veterans, the oldest being Mr. Peter Anderson, Melg, who is 85 years of age, and joined the Gordons in 1869. He is the possessor of the Afghan medal and the medal commemorating the famous march from Kabul to Kandahar.

The ex-Gordons gathered along with the Depot Gordons near Bridge of Don, and to the music of the pipes and drums of the 1st Battalion Gordon Highlanders and the Depot Gordons, marched to the new barracks.

The route was lined with spectators, who cheered the Gordons, and ex-Gordons as they passed with their popular Colonel-in-Chief at their head.

"KODAK OF DESTINY"

The ceremony in the barracks was not open to the public, but an Army "at home" day has been arranged for September 28. A large company of invited guests were present.

General Sir Ian Hamilton presided, and was accompanied on the platform by the Marquis of Huntly, the Marquis of Aberdeen, Lord-Lieutenant of Aberdeenshire, Viscount Arbuthnot, Lord-Lieutenant of Kincardineshire, Lord Provost H. Alexander, Aberdeen, the Earl of Cathness, Major-General Sir James L. G. Burnett of Leys, Major-General W. D. S. Brownrigg, Commander 51st Highland Division and Highland Area, and Lieutenant-Colonel J. M. Hamilton, commanding the 1st Battalion Gordon Highlanders.

After the Marquis of Huntly and he had inspected the parade General Sir Ian Hamilton said that they were "being caught by the Kodak of destiny, poised between their admiration for the past and their anxiety for the future."

Beside him, he continued, stood the Marquis of Huntly, the "Cock of the North," was lord of the Gordons, and the very ideal of a chieftain.

Other famous families might trust to legends, ballads, titles, novels, castles, statues, or pyramids for their abiding niche in history, but in the case of the

MAJESTIC THEATRE

National Road Kowloon, Tel. 572222 FINAL SHOWINGS TO-DAY At 2.30, 5.20, 7.20 & 9.20 P.M.

GIANT MELODY DRAMA

Waiting As Its Title

HARLOW POWELL

Reckless

Gordon Clan only the Encyclopedia Britannica could carry the proud burden of a house with 157 main branches.

WHAT MIGHT HAVE HAPPENED

Had it not been for a Gordon declared Sir Ian, Walenstein might have lived on and the whole of Europe as well as the U.S.A. would have been Roman Catholic. Had it not been for a Gordon all China would have become Mohammedan. But for a Gordon Byron could never have written poetry, for he would never have been born.

The Marquis of Huntly, whose tall, erect figure in Highland dress belted his 83 years, said that he had been asked to undertake the duty as his ancestor, the eighth Marquis of Huntly, laid the foundation stone of their first barracks in 1794, and it was thought that the eleventh Marquis, might fittingly welcome them to their new one after a lapse of 141 years.

Lord Huntly traced the regiment's history from the end of the eleventh century, to the Great War.

Lord Aberdeen, referring to the fact that the new barracks were situated just beyond the boundary of the city of Aberdeen, welcomed the Gordons to the country. He was glad to see such a splendid representation of ex-Gordons present.

General Sir Ian Hamilton, on behalf of Messrs. Tawse the contractors, presented Lord Huntly with a notice.

Lord Huntly then took the salute as the Depot Gordons and the ex-Gordons marched past. The barracks were afterwards open to the inspection of the guests, and a memorable event concluded with "Retreat" played by the massed pipe bands of the Depot Gordons, the 1st Battalion, and the 4th, 5th, and 6th Territorial Battalions of the Gordon Highlanders.

ABERDEEN FAREWELL

Farther in the day the Depot Gordon Highlanders took farewell of Castlehill Barracks, Aberdeen, which had been the home of the regiment since 1794.

They paraded at Castlehill under the command of Major Graham, the officer commanding the Depot, and Lord Provost H. Alexander, who was wearing his uniform of Lord Lieutenant of the County of the City, recalled the affection which the citizens of Aberdeen had always held for the Gordon Highlanders.

They thought that day not only of the Gordon Highlanders whom they had known but of the hundreds who, in former generations, served in the ranks of the regiment, and whose honour and traditions were now in their keeping. They knew that in their hands that great heritage was safe. The men were entertained by the Lord Provost, and in response to a vote of thanks proposed by Major Graham, gave the Lord Provost three lusty cheers.

The Gordons left the old barracks to the tune "Happy were we a' thegither" and as they passed the Town House, where the Marquis of Huntly had arrived with the Marchioness and the Misses Meuser, the Lord Provost took the salute. A large crowd watched the proceedings.

The new barracks, which are built of granite, occupy a site extending to over 50 acres, and the depot will rank as one of the finest and most up to date of its kind. The cost, it is understood, was between £120,000 and £130,000.

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY POSITIVELY THE FUNNIEST SHOW IN YEARS!

WHAT A SHOW

LAUGH after LAUGH

Joe & Brown 6-DAY BIKE RIDER

PRICES—Matinees: 20c-30c. Evenings: 20c-30c-50c-70c. Servicemen admitted to Dress Circle—Evenings: 40c.

STARTING TO-MORROW BY FAR THE MOST GIGANTIC THE MOST THRILLING SCREEN SPECTACLE EVER PRODUCED.

He faces death cheerfully for the honor of the right unit!

THE LIVES OF A BENGAL LANCER

with GARY COOPER - FRANCHOT TONE

RICHARD CROMWELL - SIR GUY STANDING

THE CRUSADES

The Crusades is Cecil B. DeMille's finest picture. It is great entertainment from every angle and for every kind of audience—it is scheduled to open at the Queen's Theatre soon. Its every problem of taste and policy, as well as drama and workmanship, has been intelligently met. Because of the tolerant attitude that guided the production, and because of the religious nature of the drama has been treated from the detached, semi-historic viewpoint, the picture is not likely to suffer in any spot of world market. No less majestic and spectacular than other grandiose DeMille works, this one is the most warmly human of the lot, with a powerfully moving love story to give it heart, beautifully played in a sort of regal triangle by Loretta Young, Henry Wilcoxon and Ian Keith.

As a whole the picture moves forward with majestic pageantry and cumulative suspense, while individual scenes and intimate detail are poignantly developed by DeMille's best direction. Regal pomp, intrigue which threatens the crusaders' unity, pageantry which dazzles, and the crashing impact of battles have never been so skillfully balanced that they never overshadow the simple love tale between Wilcoxon as the English king and Loretta Young, princess of Navarre, whom he makes his queen.

BLACK FURY

First National has made an epic in this story of life in the picture-sque coal fields, "Black Fury," which is delighting audiences at the Queen's Theatre. Though bleak and stark in its actual settings, the characters have a warmth and humanity that makes them always convincing. The familiar scenes of coal mining towns and, indeed, an entire coal mine were reproduced for this production with startling fidelity. Thrilling episodes follow tense situations in rapid succession as clashes between miners and thugs in the employ of an unscrupulous private detective agency occur. There are fierce mob battles in the streets of the town as well as in the depths of the mine. There is humour aplenty and colourful scenes such as the dance hall in which a real Hungarian orchestra plays as hundreds of Balkan born men and women execute the dances

GEORGE WHITE'S 1935 SCANDALS

Slip us a ton of dynamic adjectives! Then maybe we can do justice to the scintillant gaiety, "George White's 1935 Scandals," which is now showing at the King's Theatre.

Here's the last triumphant word in screen entertainment, a splendid burlesque of comedy and music that sustains the reputation of George White as prince of show-men.

It more than surpasses expectations, and is just about 365 times more brilliant than its "Scandals" sister of last year.

The second annual edition sponsored by Fox Films, has everything. Here are ten top-running stars: Alice Faye, James Dunn, Ned Sparks, Lyda Roberti, Cliff Edwards, Arline Judge, Eleanor Powell, Emma Dunn, Benny Rubin and George White, who conceived, produced, and directed the entire show.

Brilliantly kaleidoscopic in their 1,000 eye-teasing costumes designed by Charles LeMaire (the designs for Paris, besides Broadway's show) are the 200 glamorous dancing beauties.

The story, strong enough to alone, concerns a producer who stumbles on home-grown talent in a talk town, whisks them off to Broadway and Hollywood stardom, and when the bright lights get too strong for simple romance, whisks back home a pair of lovers.

Among the 200 beauties are 30 girls who won beauty contests. One and all were picked, groomed, and trained by White, whose reputation for selecting beauties and skyrocketing them to stardom needs no mention here.

of their native land. It would be unfair to future audiences to reveal the thrilling climax, or to outline in detail the episodes through which the miner hero of "Black Fury" reaches the heights of devotion, and self-sacrifice. Never has Paul Muni given so stirring a performance.

Karen Morley who has the role of the sweetheart, retains the sympathy of the audience through out, and the two work together splendidly.

THE INFORMER

"The Informers," RKO-Radio's picture of Liam O'Flaherty's novel of the same name, opens up the rich dramatic territory that is Ireland.

Vivitor McLaglen, in the central role of Gypo Nolan, is a primitive and rebellious Irish giant who marches to a doom of his own making over a road of shattered racial traditions. "The Informer" may well prove to be an example of the picture of the future, a picture which goes deep into racial traits and holds a mirror up, not only to nature but to all of nature's children.

In this tale of two internal struggles the one that ripped Ireland asunder through revolution, the other that tore the soul of one of Ireland's sons in a battle between the forces of good and evil within him, Vivitor McLaglen is aided by a strong cast that includes Heather Angel, Margot Garrigue, Wallace Ford, Preston Foster and Una O'Connor.

NINTH-CENTURY URN

(Special Air Mail Service)

London, Sept. 18. A Chinese burial urn, eleven hundred years old, was taken to Golders Green Crematorium yesterday to receive the remains of Dr. Denman Waldo Ross, the American art collector, who was eminent as a writer, artist, and public benefactor, and whose death occurred at the age of eighty-two, in London on Wednesday.

The ashes will be conveyed to America, and a memorial service will be held at Harvard University, where Dr. Ross was lecturer on the theory of design.

The urn was the gift of a firm of dealers in Chinese antiques who were personal friends of Dr. Ross. Many of Dr. Ross's munificent gifts of paintings, drawings, ceramics, and bronzes to American museums, and particularly the Museum of Fine Arts, Boston, of which he was a trustee, are of priceless value and world-wide repute.

Companion Wanted

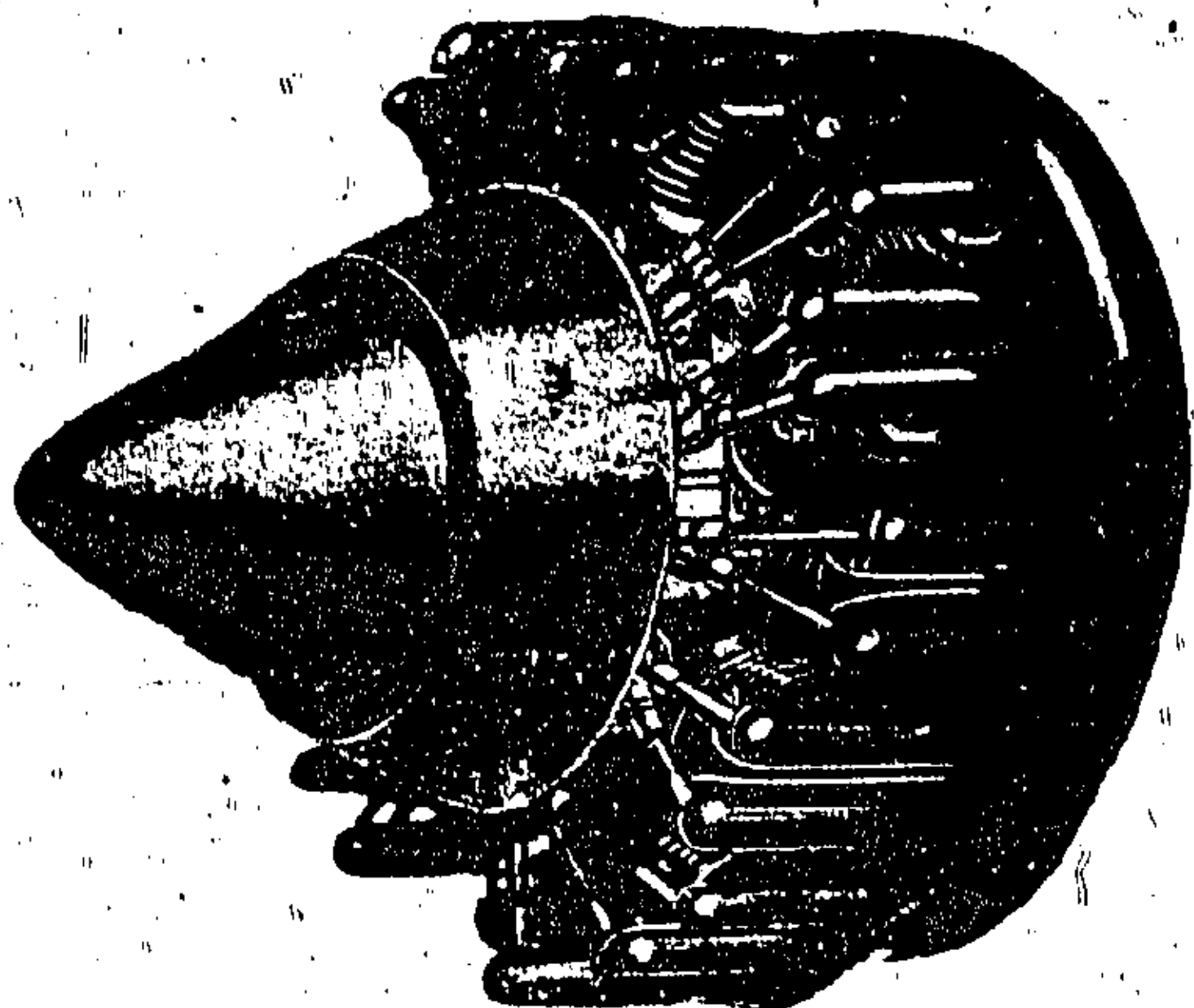
A Chinese young boxer and Doctor wishes to get a lady to be companion, however, any nationality and rank. Please write to Box 90, Canton "Daily Sun."

Definition

A kibitzer is a guy with an inter-ferency complex.

AVIATION

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AROUND THE COURTS

"CASE ADJOURNED"

An adjournment until October 21 was made by Mr. Q.A.A. Macfadyen at the Central Magistracy yesterday in the case of an application for the forfeiture of 135 cases of cotton thread on spools with "Horsehoe" mark, pursuant to Section 11 (2) of the Merchandise Marks Ordinance made on behalf of the Central Agency Ltd. by Mr. F. G. Nigel.

Appearing on behalf of the China and South Sea Bank to show cause Mr. J. T. Prior said that the complainant had refused to give him any information regarding the matter. Counsel contended that the goods had wrongly been seized and he now applied for their release. The goods had not been forfeited as yet.

Mr. Nigel stated the complainant, who swore the information on which his Warrant issued a search warrant, was Mr. D. J. Macadam.

Mr. F. E. Nash, appearing on behalf of the Hwa Yu Company, Shanghai, owners of the goods, associated himself with Mr. Prior's protest, against the goods being seized. He applied for an adjournment, as he expected his client from Shanghai.

Mr. Nigel:—The goods are still in the godown.

Mr. Prior: An injunction could have been applied for, and not violent criminal proceedings.

Mr. Nigel:—This has not come as a complete shock to the China and South Sea Bank. We have been in constant communication with them for the past fortnight.

The Magistrate adjourned the case until October 21, the goods meanwhile to remain in the godown.

LOITERERS CHARGED

Several loiterers were brought before Mr. Q.A.A. Macfadyen yesterday at the Central Magistracy charged with loitering with intent. Ho Ping Nam, 24, Chui Nui, 17 and Choi Chuen, 17 were arrested at the entrance of the Star Ferry Wharf after they had attempted to rob a passenger about to board a bus on the No. 1 route. The former admitted seven previous convictions, and was sentenced to three months' hard labour. A fine of \$50 or, in default, one month, was imposed on each of the other two defendants, both of whom had a previous conviction. Choi Chuen was bound over three years ago of stealing from a person.

ANOTHER CASE

Lo Ngau, 24, unemployed, was fined \$50, with the alternative of one month's hard labour, on a charge of loitering with intent at Connaught Road Central near the Yaumati Ferry Wharf on Saturday afternoon. A detective on duty on a No. 1 route bus saw the defendant seated between two Chinese passengers, dressed in European style clothing, and took into their pockets.

Det-Sergt. Fowle prosecuted.

OUGHT TO BE WHIPPED

Convicted of having assaulted an 18 year old girl, Li Shek Ying, at Tin Sum Village, Kowloon City, last Wednesday, an 18 year old student, Lai Tung Hi was fined \$50, or, in default, two months' hard labour by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday.

According to the prosecution defendant and complainant lived opposite each other at Tin Sum Village. On the morning of the September 23, at about 5.45 a.m. defendant went into the complainant's house and the complainant seeing him set upon him with a broom. Defendant's mother was told of this and she then inflicted a beating on the defendant.

On October 2, complainant went to the public latrine in the village and defendant followed her in and caught her by the neck and struck her. He held complainant's neck so hard that she could not call out. After assaulting the girl, defendant went off and stayed in the Sai Kung district for several days, and it was not until last Saturday that his mother went out and brought the boy back herself.

On pleading guilty, the defendant alleged that he assaulted the girl because she told lies about him.

The Magistrate: You really ought to be whipped, young man; that is the answer for you. I hope your father will do it. Fined \$50 or two months.

SAVAGE ATTACK ON EUROPEANS

A savage attack on his employment by a houseboy, was related at the Central Magistracy when Chung Kwong (48) appeared before Mr. W. Schofield charged with wounding Sanitary Inspector and Mrs. G. H. Sheriff at No. 11 Bay View Mansions, Causeway Bay on Saturday morning.

It was stated by the prosecution, which was in the hands of Sub-Inspector Rozesky that defendant was employed as a cook-boy for \$23 a month. He had been in the employ of the complainants for a little over two months. On September 30, Mrs. Sheriff had delivered to the house, a quarter of a ton of coal, and as she was short of change at the moment, she said that she would pay the money later. That same day she gave defendant the necessary amount and instructed him to pay the bill.

USED BILL MONEY

On Saturday she asked the defendant whether he had paid the bill, and he said he had not. She then asked him what he had done with the money.

Defendant replied that he had gambled it and his wages away. She then asked him to go and find the money, and after an argument, the defendant left. He returned about noon, and she heard him coming up the backstairs talking aloud. She became frightened and locked the kitchen door. Mr. Sheriff returned home about 12.45 p.m., and she related to him what had happened.

Mr. Sheriff went into the servants' quarters and questioned the defendant, who produced \$3.75 after some argument and also the bill. Mr. Sheriff then told him he would have to leave, at which the defendant asked for five days' pay. Mr. Sheriff said this would be settled at the Bay View Police Station. While he was talking, the defendant made for the kitchen table and opened the drawer. Mr. Sheriff, anticipating something, caught hold of him by the back of his shoulders.

HAD A KNIFE

At the same time, Mrs. Sheriff came to her husband's assistance, and caught hold of the defendant's left arm, as he had a knife in his hand. The defendant made a lunge at her, and wounded her in the abdomen, and then he made a blow at Mr. Sheriff, also wounding him. Mr. Sheriff tried to force him to drop the knife, and in doing so slipped and fell. The defendant ran away towards the French Hospital, and was arrested by Mr. Bolt, of the P.W.D. Defendant told the police he had thrown the knife into a back lane, and although a search was made for it, it was not recovered. Mr. and Mrs. Sheriff were later both examined by Dr. Thomas. The former had a superficial cut on the left thigh, and Mrs. Sheriff had a superficial cut on the abdomen.

After Evidence was given by Mrs. Sheriff, the hearing of the case was adjourned until October 14 at 2.30 p.m.

CHEATING A WIDOW?

On a charge of attempting to obtain money from Au Sze, widow by producing a letter purporting to have been written by her niece, Li Sung, a 30 year old unemployed Leung Man was remanded in police custody for five days by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday.

According to the prosecution defendant was said to have called on the complainant on Saturday with the letter, stating at the same time that the complainant's niece was ill in Canton. Defendant further stated that he had only just come down from Canton and gave a certain address. Growing suspicious complainant brought defendant to the police station and there he was questioned. A visit to Canton elicited the fact that nothing was known at the address.

Wong Chung, 45, coolie, was discharged by Mr. Wynne-Jones at the Kowloon Magistracy yesterday when he appeared on remand charged with the larceny by finding of a gold wrist watch belonging to Mr. D. Lopes, of No. 21 Cranville Road on October 2 and with attempting to pawn it at the Wing Yik Pawnshop. Detective-Sergeant R. Davies stated that enquiries revealed that defendant had actually redeemed the watch at the Yau Hing Pawnshop.

TWO BIDS FOR FREEDOM

Six months' hard labour, three months' hard labour and \$50 or in default six weeks hard labour, the sentences to run consecutively, were passed on Li Cun Nam, a 23 year old unemployed when he was convicted by Mr. E. I. Wynne-Jones at the Kowloon Magistracy on charges of (a) breaking into the dwelling of Mr. G. W. Reid at the A.P.C. Installation, Talkoktsui, and stealing "a gold spectacles; (b) escaping from legal custody; and (c) assaulting Chinese detective C405, Au Shing.

Detective Sub-Inspector R. Cunningham who prosecuted said that the defendant was caught by Mr. Reid of the A.P.C. Installation on August 31, at about 3 a.m. when he gained admittance to the house. He was handed over to a watchman until a detective came to escort the defendant to the station.

On the way defendant escaped but was rearrested and again he made a bid for liberty this time using his manacles as a weapon. He was not seen again until October 2, when on information received he was arrested at a house at Mongkok.

Defendant informed the police that he committed the crime because he was poor and had no food, but it was subsequently discovered that several days previous defendant had remitted a sum of about \$100 through the post office to the country.

It will be remembered that in connection with this case two relatives of the defendant were sentenced to jail for aiding and abetting.

POSSESSION OF OPIUM

Convicted of the possession of ten taels of prepared opium on the steamer Yuet On, Lai Nai, a married woman was fined \$800 or in default six months' hard labour by Mr. Schofield at the Central Magistracy yesterday.

Revenue Officer Ward who prosecuted detailed the ingenious way in which the opium was concealed. It was boiled and then soaked into towels and then dried. The towels were found concealed among defendant's clothes. The opium could be extracted by re-bolling the towels.

Wong Lin, 52, widow, was fined \$75, with the alternative of six weeks' hard labour, by Mr. Macfadyen at the Central Magistracy yesterday when she pleaded guilty to keeping a brothe at 153 Healywood Road. Sub-Inspector Thorpe prosecuted. On a similar charge, Chan Choi-foon, 64, widow, was absent and forfeited bail of \$75, while Lo Hop-lee, 44, widow, also forfeited \$30 bail when she failed to appear to answer a charge of keeping a prostitute's lodging house on the ground floor of 10, Kin Sau Lane.

Frank Reese, a 26-year-old seaman of the U.S.S. "Black Hawk", appeared on remand before Mr. Wynne-Jones at the Kowloon Magistracy yesterday and was remanded again for 24 hours. It was stated that defendant could not communicate with his ship because of the typhoon weather. The defendant is charged with behaving in a drunk and disorderly manner at Hankow Road on Friday and with assaulting Sin King-san, houseboy.

Chan Chi, unemployed, was sentenced to two months' hard by Mr. W. Schofield at the Central Magistracy yesterday, on a charge of stealing four brass bed-post knobs, the property of Mr. E. I. Wynne-Jones, from No. 404 The Peak, on October 3. Sub-Inspector McEwen said the articles had been left to be cleaned in the back yard. Mr. Wynne-Jones he said did not want to press the charge. The defendant admitted three previous convictions for stealing.

Kwok Chi-hoi, 32, unemployed, was sentenced to three weeks' hard labour by Mr. Macfadyen in the Central Magistracy yesterday for stealing a suit of clothing and 84 cents from Cheng Hing, 22, street coolie, at the Wing Lok Wharf. A similar penalty was given to Wong Hong, 39, of no fixed abode, who admitted the theft of an attache case containing clothing, the property of Tsui K. A-chai, 33, mechanic at the No. 2 Pumping Station. Sub-Inspector J. J. Walsh prosecuted.

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MAIL NEWS FROM CHINA

SOUTH CHINA'S FATE

Canton, Oct. 6.
With Manchuria and Jehol under the control of Japan and with North China under the virtual influence of the Japanese, South China will share the same fate, stated a circular telegram sent to-day by the entire faculty of Sun Yat-sen University to the Fifth National Congress of Kuomintang Representatives.

"China has reached a life and death crisis," the telegram continued. "The situation does not give much hope as judged by the action of those in authority. Instead of preparing for the eventual recovery of lost provinces, those in power will ingly accept the dictates of the enemy. A special area is marked out in Hopei for Sino-Japanese co-operation."

"According to foreign sources, Japanese control will soon extend to the Yangtze provinces. High officials in Nanking know how to keep their posts or seek promotion, while the dangers to the country are ever increasing."

"Those with merits or demerits must be sharply divided. To put up a strong foreign front, internal discipline is necessary."

The telegram pointed out that since September 18, 1931, the officials in authority have been afraid of the enemy with the result that the political, economic and educational activities are subject to Japanese dictates and influence. In such circumstances, China is a virtual protectorate of Japan, said the telegram.

"Compromise with barbarians will bring disaster to the country, but flirting with the enemy means national ruin," the message added. "If we do not have any plan for national salvation, China will be lost and cannot regain her independence even for hundreds of years."

"Unless we do not wish to save the country, there is no other means than by forcible resistance to aggression. The crisis has come, and we must take action. If we fight and lose, we can still remember the defeat, which will be a reminder for future action. When the opportunity comes."

The professors concluded by saying that more words are not enough and urged the Congress to take suitable action accordingly.—*Union News*

APPOINTMENTS

Nanking, Oct. 5.
The following appointments were announced to-day by the Ministry of Finance:

Messrs. Lu Wen-lan and Shih Chia-lin, acting Director and acting Vice Director respectively of the Tobacco and Wine Stamp Tax Bureau in Fukien.

Mr. Li Yung-kai, acting Director of the Tobacco and Wine Stamp Tax Bureau in Kiangsi.

Mr. China Yu-yen, acting Director of the Tobacco and Wine Stamp Tax Bureau in Hupeh.

Messrs. Ching Yu-hsin and Chow Lin, acting Director and acting Vice-Director of the Tobacco and Wine Stamp Tax Bureau in Anhwei.

Central News Agency.

SWATOW REPORTS

Canton, Oct. 6.
Swatow reports stated to-day that the dispute arising from the payment of rice tax by Japanese merchants in process of settlement through the negotiations of the local Chinese authorities.

The issue is not likely to be enlarged, while the Japanese cruiser and six destroyers will probably leave port to-morrow.—*Union News*

DR. KOO FOR SHANGHAI

Canton, Oct. 6.
Dr. T. T. Koo, chief of the Shipping Department of the Ministry of Communications, left here this morning for Shanghai by the Douglas Dolphin monoplane of the China National Aviation Corporation. The machine arrived at Lungshua Aerodrome at 3.30 p.m. to-day.

Dr. Koo, who was formerly professor of political science in the Sun Yat-sen University, came to Canton to inspect the conditions in the China Merchants Steam Navigation Co., Ltd. whose ships are offering excellent passenger accommodation and freight service among coastal and inland ports.—*Union News*

SECRET AIR AGREEMENT?

Shanghai, Oct. 5.
A Chinese air mission headed by General Wang Hsun, general officer commanding of the Government Air Corps, has arrived in Rome under special instructions from General Chiang Kai-shek, Chairman of the National Military Commission.

The mission was joined at Hong Kong by Captain Furio Drago, air attache of the Italian Legation in China, who was ordered home some time ago.

In view of the Italo-Abyssinian conflict, the dispatch of the Chinese air mission is causing speculation here. It is even rumoured that a secret air agreement has been reached between Italy and China.

It is understood that General Lordi, former head of the Italian Air Mission to China, who left here for Rome via Siberia last month in response to summons from his Government, was entrusted with a special message to Premier Mussolini from General Chiang.

Other sources believe that the Chinese aviators, on their arrival in Italy, will be sent to East Africa for service in the war between Italy and Abyssinia.—*Union News*

AMERICAN AMBASSADOR RETURNS

Peking, Oct. 6.
Mr. Nelson Johnson, American Ambassador to China, returned here from the South this morning.

According to information received from diplomatic quarters, the archives and the important documents of the British and American Embassies in the Legation Quarters will be removed to Nanking at the middle of this month, in view of the fact that the two Embassies have already been moved down to the Capital.

The chief staff members of the both Embassies will be transferred to Nanking, while the offices will be maintained in their respective Embassy premises here.—*Central News Agency.*

MEMORIAL SERVICE

Nanking, Oct. 6.
A memorial service for the late French Minister to China, M. Henri Widen, was held by the Sino-French Friendship Society here at 10 o'clock this morning. Among those who attended the service, were Dr. Chu Min-yi, Secretary-General of Executive Yuan, and Mr. Chang Tao-fan, Vice-Minister of Communications, and high staff members of the French Legation here.—*Central News Agency.*

ANTI-RED IDEAS

Sian, Oct. 6.
A Chungshan Mass Education School with special education program, emphasizing the self-defence and production, will be established soon by the Education Department of Shensi Provincial Government in north Shensi, in order to give the populace to have anti-Red ideas in the districts affected by the communists.—*Central News Agency.*

Nanking, Oct. 5.
Mr. Lin Sen, President of National Government, will leave here to-night by the mid-night express for Shanghai to officiate the opening ceremony of the National Meet.—*Central News Agency.*

Nanking, Oct. 5.
Sixty out of 582 students have passed the entrance examinations of the newly established National School for Drama, which were held recently at Peking, Hankow, Shanghai and Nanking.

The class work will begin on October 15.—*Central News Agency.*

Nanking, Oct. 5.
An Co-operative Commission under the National Economic Council held its first regular meeting at 2 o'clock this afternoon, under the chairmanship of Mr. Chen Kung-po, Minister of Industry. Among others present were Messrs. Ching Fen, Y. S. Jang and Leonard Hsu.

It was decided at the meeting that Messrs. Ching Fen and Liu Yi-chen will be appointed as secretaries. Mr. Hsu Mr. Chief of Finance Division, and Mr. Leonard Hsu, Chief of Technical Division.

The financial matter of the Commission was also discussed at the meeting.—*Central News Agency.*

THE AMBULANCE BRIGADE

Donations Received

The Director of the St. John Ambulance Association & Brigade has the honour to acknowledge with grateful appreciation and thanks the receipt of the following donation:—

Per Mr. Sum Pak Ming from members of Sing Kung Cho Tong	\$500.00
Mr. Fung Kung Un	200.00
Mr. Kwok Chan	100.00
Madam Wong Tsat Koo (N.T.)	11.98
Mr. Lau Wai Chau (Cheung Chau)	10.00
Sister Sik Tat Pun (Tsing Shan)	10.00
Mr. Tang Chiu Leung (Kam Tin)	2.00
Der A. Wing Co.	4.33
Messrs. Tai Kee (Tsing Shan)	2.00
Rev. E. Burket (Swatow)	2.00
Miss Lei Ng Kwu (Ching Leung Fat, Un, Tun Mun)	2.00
Madam Yue Young (Cheung Chau)	1.00
Mr. Chan Chan (Cheung Chau)	1.00

GALLANT WORK

By Indian Civil Servant

A gallant piece of work on the part of Ram Din, a Police Reservist and Interpreter at the Central Magistracy, has been brought to the notice of the authorities, in a report which states that while Din was walking along the Shamshuipo, Praya Wall on Sunday afternoon in the company of an Indian sergeant of the Police Force, he noticed the body of a woman floating, face downwards about twenty yards from the wall. He dived in fully clothed, and with the assistance of the sergeant and by means of a rope and ladder, the body was pulled out of the water. Artificial respiration was then successfully applied, and the woman was conveyed to the Kowloon Hospital.

The report adds that the woman was about 45 years of age.

CORRESPONDENCE

Military Man Thanked

[To the Editor, "The Hong Kong Daily Press"]

Sir,—I shall be extremely obliged if you will insert the following under your list of Correspondence columns:—

May I, through your valuable columns express my gratitude to the Army man who rendered such excellent first-aid to me on the 2nd instant at the Sookunpoo Football Ground that had it not been for him I would have been dead some days ago. I was one of the spectators and it was during the interval that I suddenly fainted and recollected nothing after that except being carried away by an Army man wearing an armband marked M.P. who gave me something to drink which revived me from what seemed to be total unconsciousness.

The purpose of this correspondence is not only for me to thank the Army man—I would very much like to do this personally, if he would call at Denny's & Co., but also for me to intimate to the public the sports and indiscriminate assistance the army people are willing to render to helpless Chinese. Let this be a tip to all football players to refrain from rough play (as was evidenced in former seasons) and adopt the "M.P.'s" attitude as an example to follow. In this Cosmopolitan Colony of ours, Thanking you, Yours, etc.,

S. C. LEE.
Hong Kong, October 5.

secretaries: Mr. Hsu Mr. Chief of Finance Division, and Mr. Leonard Hsu, Chief of Technical Division.

The financial matter of the Commission was also discussed at the meeting.—*Central News Agency.*

TYPHOON DANGER OVER

Good Work By The Kau Sing

There is no danger of the typhoon striking Hong Kong. Such was the opinion of an official of the Royal Observatory who was seen by a representative of the "Daily Press" yesterday afternoon, who said that the typhoon will in all probability hit the China Coast between Macao and Fort Bayard, sometime near mid-night as the typhoon is moving North-West by West.

At 6 a.m. yesterday the typhoon was reported to be 150 miles south of Hong Kong moving north-west. There was a possibility of the typhoon curving towards Hong Kong, and all shipping in the harbour was consequently notified of the danger. Junks and the smaller native craft made for the shelters on both sides of the harbour as soon as the signals were hoisted on Sunday evening, so that the harbour and waterfront yesterday morning presented a desolate sight. When the signal was first hoisted the typhoon was reported to be 250 miles to the south-south-east of the Colony moving north-west.

At 11 a.m. yesterday a cable was received from Macao which stated that a gale was moving north.

This was taken to indicate that Macao would also fortunately miss the full force of the typhoon. The weather authorities in the Portuguese Colony also notified the officials here that the barometer was rising, which is a sure sign that weather conditions will improve. Dull weather with constant drizzle was also being experienced in Macao.

Mr. B. D. Evans said that all danger would definitely be over as soon as the wind changed to a southerly direction. "Dirty" weather might still be expected until the wind direction altered. Steamers on their way from Singapore to this port have reported high seas. The s.s. Cromer wireless at 8 a.m. that she was encountering strong southerly winds and that she was heading in an easterly direction to get round the back of the typhoon. The Blue Funnel liner Pyrrhus, when in a position to the north-east of the Paracels, reported that she was making her way through heavy seas in a strong westerly gale.

HOURLY REPORTS
Hourly reports were received at the Royal Observatory from Wegland and Gap Rock lighthouses that indicated that the gale was gradually making its way in an easterly direction, while the wind force was definitely decreasing. At 8 a.m. when the gale was at its height, a wind force of nearly 50 miles per hour was recorded which later decreased to approximately 40 miles per hour. From Gap Rock a message was received that indicated a gale force of approximately 40 miles per hour which had lessened in intensity to between 25 to 31 miles per hour.

Some excitement was caused on the waterfront at Kowloon when it was seen that a picket boat belonging to the U.S. destroyer Black Hawk was in difficulties in the vicinity of Cuss Rock, between Holt's Wharf and Kowloon Docks.

THE KAUSING
A message was received at the Harbour Office from Captain Batesman, of Messrs. Jardine Matheson and Co. on receipt of which the rescue tug Kausing was at once despatched to the scene. On arrival there great difficulty was experienced in getting a tow line to the drifting craft, and before this could be effected, the Kau Sing was in danger of grounding in shallow waters. When the Kaul Sing eventually made off with the motor boat in tow, her propellers churned up a good deal of mud, both vessels at this time being within a few hundred yards of the praya wall. At 9.30 a.m. a message was received at the Harbour Office from the skipper of the Kau Sing that the picket boat had successfully been towed to its mother vessel. Later in the morning, a sampan which was attempting to make its way to the Yau-mai Shek became unmanageable, and the Kau Sing manoeuvred close to the native craft and towed it to shelter.

H.K. POLICE RESERVES

ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE

CHINESE COMPANY

Strength.—The following have been taken on the strength of the Chinese Company, as from the dates shown against them:—

Constables: R44, Kwok Kam Kwan, October 1, 1935; R61, Lo Yuk Nam, October 1, 1935; R85, Lo Yuk Ling, October 1, 1935; and R86, Law Thackman, October 5, 1935.

Training Course (Part II).—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, October 8 at 17.30 hours for instruction.

Inspection Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 17 at 17.30 hours, under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Dress: White Uniform, Cap with White Cover, Belt with Brace, Truncheon, "Pocket Policeman" and note-book to be carried. The Equipment Officer will make a point of being present.

INDIAN COMPANY

1st Aid Classes.—All members taking this course will report at the Police Headquarters Gymnasium on Tuesday and Thursday, October 8 and 10, 1935, at 18.30 hours for instruction.

Training Course (Part II).—All recruits of the Indian Company will attend Indian Company Headquarters, 20 Ice House Street, on Thursday, October 10 at 17.30 hours for instruction.

FLYING SQUAD

Commendation: Crown Sergeant R333 A. W. Mooney, of the Flying Squad is commended and granted a commended service bay by the Inspector General of Police for arresting a Chinese Male on September 26, 1935, who was convicted for Assault.

EMERGENCY UNIT RESERVE
Revolver Instruction: Revolver instructions will be given to members of the Emergency Unit Reserve on Friday, October 11, 1935. Members will parade outside Queen's Pier at 17.20 hours sharp. Dress: Optional.

CITY NEWS IN BRIEF

(Special Air Mail Service)
London, Sept. 18.

Holders of bonds of the old Ottoman loans are informed that, in accordance with the terms of the agreement of April 22, 1933, the exchange of the old bonds, for bonds of the Turkish Debt Seven-and-a-Half per Cent, 1933, will, as from October 2 next be effected only at the offices of the Ottoman Bank in Paris and the Deutsche Bank und Disconto-Gesellschaft, Berlin. In the case of the lots Tures relating to drawings No. 340 to 351, however, the existing arrangements are maintained.

The subscription list for cash applications for the issue by the African Railway Finance Company of £987,800. Two per cent. Guaranteed Debenture stock, 1947-51 open and close to-day. The list for conversion applications will be closed on or before September 23. Details of the issue appeared in "The Times" of Saturday last.

According to "Stubbs' Weekly Gazette" the failure in the United Kingdom for the week ended September 14 were 92, a decrease of 23 Bills of sale registered and re-registered numbered 176, an increase of two.

Reuters' daily index of commodity prices in the United Kingdom was on Saturday 138.5 (September 18 1931-1900), against 138.3 on Friday, 194-6 four weeks ago, and 139.7 a year ago.

Mr. R. M. Holland Martin, C.B., who has been the honorary secretary to the Committee of London Clearing Bankers since July, 1905, has resigned office owing to the pressure of his other duties. Mr. Ernest Sykes has been appointed to succeed him as secretary to the committee.

her of the Emergency Unit Reserve on Friday, October 11, 1935. Members will parade outside Queen's Pier at 17.20 hours sharp. Dress: Optional.

D. L. KING,
D.S.P. (R).
Hong Kong, October 7.



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NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Government Ordinance, The EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on THURSDAY, the 10th OCTOBER, 1935 (The Anniversary of the Chinese Republic).
Hong Kong, 7th October, 1935.

NOTICE.

THE PUBLIC AUCTION on Monday, 7th October, 1935, at 2.30 p.m. at LAMBERT'S SALES ROOM No. 35, Hankow Road, Kowloon has been postponed to WEDNESDAY, the 9th OCTOBER, 1935, at 2.30 p.m.

NOTICE.

IN THE GOODS OF AUBREY MAURICE BOWEN-SMITH, DECEASED, LATE OF NO. 516, THE PEAK IN THE COLONY OF HONG KONG, ESTATE BROKER.

ALL Persons having Claims against the Estate of the above named deceased are requested to send particulars thereof to the Undersigned forthwith.

DEACONS,

Solicitors for the Executors,
1, Des Vaux Road Central,
Hong Kong.

THE SILENT GUIDE TO HONG KONG.

WHAT IT IS: The "Silent Guide" consists of a large illuminated street map of Hong Kong (18 feet by 6 feet). The map, which is coloured, is painted on a ground glass background, behind which are over 5000 small lamps. At a convenient distance from the large map is a small switchboard containing a number of six inch glass panels for subscribers' names, addresses and telephone numbers, each with its own button switch.

WHERE IT WILL BE: At the entrance to the Star Ferry wharf (Hong Kong side) where it will be seen by 90% of the tourists and other visitors arriving at Hong Kong, besides the many thousands of residents who make daily use of the Star Ferry on their way to and from business.

WHAT IT WILL DO: Anyone wishes to find the location of an office, hotel, theatre, bank, shop or other business in Hong Kong. He goes to the switchboard where he finds the names of subscribers, properly classified and arranged alphabetically. He presses the appropriate button and the subscriber's name on the panel board immediately lights up. At the same time, on the large street map, a coloured lamp will show the exact position of the office or shop, etc. he is looking for, and the quickest route will also be indicated by lighting up the road to be taken right the way from the Star Ferry to his destination. Bus and tram routes will be shown by special coloured lamps. Subscribers' names will be in Chinese as well as English if desired, and an attendant will be stationed at the switchboard to give assistance to strangers if required.

WHAT IT WILL COST: The service is free to the general public, and only a nominal charge will be made to subscribers of \$30 per year per name panel. This fee will include a free insertion of the subscriber's name, address, particulars of his business, agencies carried, etc. in the "SILENT GUIDE DIRECTORY" which will be published in conjunction with the "Silent Guide" and which may be obtained from the attendant at the Star Ferry for ten cents. The Directory will contain a small replica of the large illuminated map for recording, with a pencil, any position or route located on the large map.

THE "SILENT GUIDE" invention is the property of the Tall, The World Publishing Co., Buxton House, Duddell Street, who will be pleased to reserve name panel spaces on application. Patents have been applied for. The installation, which is expected to take six weeks from the time when the names of intending subscribers have been collected, is in the hands of Messrs. H. W. Backingham & Co., Tai Ping Building.

PUT YOURSELF ON THE MAP!

ADVERTISEMENTS.

OFFICIAL OPENING OF THE NEW HEAD OFFICE OF THE HONGKONG AND SHANGHAI BANKING CORPORATION ON 10th OCTOBER, 1935.

THE Chief Accountant will be pleased to issue invitation cards to any Shareholder or Client who may have been inadvertently omitted from the invitation list.

THE HONG KONG JOCKEY CLUB.

THE NINTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on THURSDAY, 10th and SATURDAY, 12th OCTOBER, 1935, commencing at 2.00 P.M. The First Bell will be rung at 1.30 P.M.

By Order,

C. B. BROWN,
Secretary.
Hong Kong, 7th October, 1935.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.

Night Editor (Wandana Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 8, 1935.

AN APPEAL TO REASON

Shipping occupies a prominent place amongst the industries which have suffered most by the depression and have shared least in the general recovery. This industry is distinguished from others in that it was already languishing before the slump and that its troubles are not merely domestic but universal. The causes of its plight are well-known for an exaggerated economic nationalism has insisted that every nation must possess a more or less self-sufficient mercantile marine, and where no natural demand existed for more ships, lavish subsidies have been poured out from the public purse. Subsidies inflated tonnage far beyond the actual or prospective requirements of international trade, freight rates fell precipitously, and further subsidies kept the ships in commission. In the result there is about 50 per cent. more tonnage than in 1913 to carry a smaller volume of trade, and about 6,000,000 tons, or about one-tenth of the world total, are laid up. Great Britain can in no sense be held responsible for these developments, since her tonnage is smaller than in 1913, and it is only during the current year, under the pressure of immediate necessity, that she has resorted to the expedient of a subsidy on any important scale.

In granting the £2,000,000 subsidy to tramp shipping the Government laid down the condition that British ship-owners should endeavour to secure a better adjustment of world carrying capacity to the demand for freights. In pursuance of this stipulation an International Shipping Conference was called at the beginning of the year, to which a proposal was submitted that each nation should make a pro rata contribution per ton towards the scheme for eliminating redundant tonnage. The proposal does not seem to have been generally popular, and an alternative plan has now been advanced, whereby each country would voluntarily lay up an agreed proportion of its tonnage. By thus sterilising some of the surplus it is anticipated that the remainder would earn higher freights to the common advantage. The suggestion which appears eminently reasonable will probably be under consideration at another meeting of the Conference though recent experience has shown the extreme difficulty of securing international agreement on anything especially at the present moment when the international political situation is so involved. Economic nationalism is still in a militant mood; has it yet been sufficiently chastened by the consequences of its own folly to listen to the behests of reason?

SUPPORT OF POWERS FOR ABYSSINIA

Comparison Of Methods By South-west

Canton, October 7. In invading Abyssinia, Italy is following Japan's example in Manchuria and Japan is responsible for starting the aggression ball rolling, declared Mr. Chou Lou, Chancellor of Sun Yat-sen University and ranking member of the South-west Political Council, in an enlarged memorial service at Chungshan Memorial Hall, this morning.

Stating that no reliance should be laid on treaties guaranteeing peace, Mr. Chou stressed that a nation must depend on itself for existence and salvation. He said that the resistance by Abyssinia has brought about international support.

"Most active in supporting Ethiopia is Great Britain," Mr. Chou continued. "At the League of Nations, Britain is championing collective security as regards the Italo-Ethiopian dispute. Even France which has been friendly to Italy has agreed to join cause with Great Britain."

"For their own interest, other countries are also supporting Abyssinia. The condition of support is that Abyssinia is determined to fight."

NO SUPPORT

On the other hand, there is no support; even verbal, given to China by the other Powers, Mr. Chou said. At the beginning of the Manchurian dispute, the League of Nations, he recalled, urged the Japanese troops to withdraw to their original position, sent a Mission to Manchuria to investigate the dispute and refused to recognize the bogus Manchukuo and denied international postal and railway service with that puppet state.

"Taking the opposite action, the Nanking authorities signed the Shanghai and Tientsin treaties," Mr. Chou added. "Further, Nanking has resumed postal and railway communication with Manchukuo, replaced ministers

with ambassadors at Nanking and Tokyo, and abolished Kuomintang organs."

"A man humiliated himself before he was humiliated by others, and a nation first degenerated itself before being invaded by other countries. The foreign powers have no less reasons for supporting China than Abyssinia and have no less investment in this country than in the other, but they back up Abyssinia because of her clear-cut stand and strong determination. As a contrast Nanking is submitting to the enemy."

SITUATION WORSE

Mr. Chou deplored the fact that since Mr. Wang Ching-wel resumed the presidency of the Executive Yuan with external support the situation in Nanking has become worse. Mr. Chou recounted the severe punishment to those who have betrayed the country, definite foreign policy and effective resistance to the enemy, but Nanking has rejected them.

"Nanking asks us to co-operate during the present situation," Mr. Chou disclosed. "What we want to co-operate is to save the country and not to acquiesce in bartering away national territory and rights."

"For example, Feng Kuo-chang and Tsao Kun as presidents of China urged unification, but Dr. Sun Yat-sen turned a deaf ear to their entreaties and established a revolutionary government in Canton. President Yuan Shih-kai after accepting Japan's 21 Demands advocated unity to ward off foreign invasion, but again Dr. Sun launched an expedition to overthrow Yuan."

"A second world war is fast approaching, and we have to rely on ourself to save the nation from perdition. It is impossible to co-operate with those who are bent on selling the country."

(Union News)

OBITUARY

Vice-Admiral C. K. Maclean

Glasgow, Sept. 16.

Vice-Admiral Collin Kenneth Maclean, D.S.O., who has died at Auchleish, by Forfar, the residence of his brother-in-law, Joan Ogilvy of Inshewan, at the age of 58, was distinguished as a leader of destroyers during and after the war.

He was the only surviving son of Major-General Charles Smith Maclean, whose sons all distinguished themselves on active service. He entered the Royal Navy as a cadet in July, 1890, and received his first independent command, the destroyer Lee, at Chatham, in September, 1903.

From 1906 to 1909 he commanded the gunboat Dwarf on the West Coast of Africa.

He was promoted to be commander in 1910. During the next three years he was executive officer of the Highflyer, flagship in the East Indies, and in November, 1913, he joined the cruiser Hampshire on the China Station.

After the war broke out she took part in the search for the Emden in the Indian Ocean and in escorting the Australian convey and then came home to join the Grand Fleet.

PROMOTED CAPTAIN

In June, 1918, Commander Maclean was promoted to captain, and a few months later he was appointed for special service at Dover.

Combined naval and military operations were being planned for a landing on the Belgian coast, and Captain Maclean took charge of the training of the 80 motor launches which were to have laid a huge screen of smoke to cover the movements of the landing force.

His instruction in station-keeping to this large flotilla and his working of the boats in divisions were highly commended by Admiral Sir Reginald Bacon, then in command of the Dover Patrol, and it was a great disappointment when circumstances prevented the

DEATH OF FAMOUS COMPOSER

London, Oct. 6.

Sir Frederic Cowen, the noted composer and conductor, died here to-day.

Born in Kingston, Jamaica, of English parentage, he studied in London, under Sir Julius Benedict and Sir John Goss, and at the conservatories of Leipzig and Berlin. He accompanied Her Majesty's Opera, 1871-77, conducting the Philharmonic Concerts, 1888-1892, was conductor of the Melbourne Centennial Exhibition, 1888-1889, succeeded the late Sir Charles Halle, as conductor of the Manchester, Liverpool, Philharmonic and Bradford concerts, of the Manchester, Liverpool, Philharmonic Society in 1900.

He distinguished himself at musical festivals all over the country until 1924. His oratorio, Ruth, is one of his best known works.

execution of a well-laid scheme.

He was at the bombardment of Zeebrugge on May 11-12, 1917, and of Ostend on June 4-5, 1917, and received the D.S.O.

From October, 1917, Captain Maclean commanded a destroyer flotilla in H.M.S. Spenser, a command he retained until the peace, and he was made a C.B. in February, 1919.

RETIRED IN 1932

In May, 1932, he was appointed to H.M.S. Victor for duty as Chief of Staff, and Maintenance Captain in the Portsmouth Command.

In September, 1924, he was selected for the command of the Atlantic Fleet Destroyer Flotilla, and hoisted his broad pennant as a commodore. He was promoted to rear-admiral in July, 1927, and for two years from October, 1929, was Senior Naval Officer in the Yangtze.

He retired at his own request in February, 1932, a few months after his promotion to vice-admiral.

Vice-Admiral Maclean was made a C.V.O. in 1924 in recognition of his services as Chief of Staff at Portsmouth in organizing the Naval Review at Spithead. The French Government made him an Officer of the Legion of Honour for his work in the war.

NEWS SUMMARY

Good work was performed by the skipper of the rescue tug, Kau Sing, yesterday morning, when in answer to a message received at the Harbour Office that a picket boat belonging to the U.S.S. Black Hawk was in difficulties near Cust Rock off the Kowloon foreshore, and in danger of being badly damaged, he manoeuvred closely and towed the drifting craft to safety. So close to the foreshore did the two vessels approach before the tow line was connected that it appeared at one time that the Kau Sing would stick fast in the shallow waters in the vicinity.

A gallant piece of work on the part of Lam Din, a Police reservist and interpreter at the Central Magistracy has been brought to the notice of the police authorities, when he rescued a woman from drowning in the harbour near the Shamshui Po Praya Wall on Sunday afternoon.

An application for the forfeiture of 135 cases of cotton thread on spoils with "Horsehoe" mark, pursuant to Section 11 (2) of the Merchandise Marks Ordinance, was made before Mr. Macfadyen in the Central Police Court yesterday by Mr. F. G. Nigel, appearing on behalf of the Central Agency, Limited.

A new method of smuggling opium into the Colony was revealed by Revenue Officer Ward before Mr. W. Schofield, at the Central Magistracy yesterday, when Lai Nai, married woman, was charged with possession of ten taels of prepared opium on the steamer Yuet On.

An 18-year-old student, Lai Tung-ai, was fined \$50, or in default, two months' hard labour, by Mr. Wynne-Jones at the Kowloon Magistracy yesterday, when he pleaded guilty to having assaulted an 18-year-old girl, Li Shek-ying, at Tin Sum village, Kowloon City, last Wednesday.

Arrested at the entrance of the Star Ferry Wharf after they had attempted to rob a passenger about to board a bus on the No. 1 route, three unemployed men, Ho Ping-nam, 24, Chui Nai, 19, and Choi Chuen, aged 17, were brought before Mr. Macfadyen at the Central Police Court yesterday, charged with loitering with intent.

Sentences of about ten months' hard labour were imposed on an unemployed Chinese when he was convicted by Mr. E. I. Wynne-Jones at the Kowloon Magistracy on charges of entering a house and escaping from police custody. It will be recalled that in connection with this case two relatives of the defendant were jailed for aiding and abetting the defendant to escape.

The story of how a servant stabbed his employers, Sanitary Inspector and Mrs. G. H. Sherriff, with a kitchen knife on Saturday morning, was told at the Central Magistracy yesterday, when before Mr. W. Schofield, the servant, Chung Kwong, aged 46, was charged with wounding them at No. 11 Bay View Mansions, Causeway Bay.

CANTON-NANKING RELATIONS

Canton, Oct. 7. To show its goodwill towards Canton, the Central Authorities in a telegram received here over the week-end stated that although the four South-west proposals cannot be submitted to the Fifth Kuomintang Congress in the name of the Central Executive Committee they can be introduced in the individual capacity of the South-west leaders. Many representatives can send resolutions to the Congress. The National Government also urged the South-west to unite for a common front and solidarity. In reply the South-west leaders state that they prefer to introduce the motions in the name of the Central Executive Committee. The southerners are quite willing to co-operate with the Central authorities for the sake of saving the country.

BRITISH AMBASSADOR ON TOUR

Peking, October 7. Sir Alexander Cadogan is leaving early next week on a visit to Nanking and Shanghai.

ITALY TRANSFORMS SALT WATER

For Use of African Workers

Rome—One of the proudest undertakings of Premier Benito Mussolini's "labour ants" in East Africa in connection with Italy's military preparations there, is the approaching completion of a huge evaporation, distillation and electricity generating plant which will transform the waters of the Red Sea into pure, fresh drinking water at the rate of 1,000 tons a day. (The salinity of the Red Sea is stated to be 4.2 per cent, increasing with depth.)

A special technical process will insure delivery of the water at a temperature of 59 degrees Fahrenheit—a figure which is claimed here to be exceptionally low for those torrid zones.

Italian prestige, it is claimed, will rise in East Africa, the Red Sea and the Indian Ocean with the completion of this plant, since Italian warships and mercantile vessels will no longer be compelled to draw water supplies from French Djibouti or British Aden.

SIX MONTHS' EFFORT

During the last six months an army of over 25,000 Italian workmen has been labouring in the arid lowlands and on the cooler plateaus of the Italian colonies of Eritrea and Somaliland, whose frontiers make the Ethiopian border. The balance of their labours has just been struck and the results are published in a report sent to Signor Mussolini by General Emilio De Bono, the High Commissioner for Italian East Africa.

The greatest push of Italy's civilian labour corps is being made in Eritrea. Concerning the port of Massawah, the sole outlet to the sea of the colony equipped with modern plant, many alarming stories of the chaotic conditions reigning in the port have been current in Italy. The Italians themselves admit that as a result of the huge quantities of men and material which were poured into it, a certain amount of congestion did occur in Massawah. This was partly caused by the lack of practicable roads into the interior, and thousands of men were put to work on road-making. To-day, the hundreds of motor vehicles shipped from Italy are running with heavy loads over highways where once it was impossible to pass. Consequently, the unloading capacity of the port has risen from 300 to 3,600 tons per day.

TRANSPORT PROBLEM
The transport problem was one of the most urgent that had to be faced by the Italian authorities in Eritrea. It was inadvisable to allow the young conscripts to stay for long in the debilitating atmosphere of the coast and they had to be got as quickly as possible to the higher ground inland. In January only some 260 motortrucks were in the colony, most of them unsuitable for transport work.

If the water problem was more urgent in Eritrea it was perhaps more difficult to solve in Somaliland. The programme of work drawn up and now in course of execution provides for an increase up to 100 cubic meters daily of the Mogadishu distillation plant; the construction of another plant with double this capacity; the construction of large water deposits near the Somaliland-Ethiopian frontier; portable distillation plants and water-carts capable of following troops in movement.

LOCAL AND GENERAL

In connection with the special celebrations in Canton on October 10 and 11, the Kowloon-Canton Railway will run extra express trains between Kowloon and Canton on October 9, 10, 11 and 12 at the following times:—

Up Train—Kowloon dep. 6.43 p.m., Canton arr. 10.05 p.m.

Down Train—Canton dep. 6.35 p.m., Kowloon arr. 9.49 p.m.

The wedding is announced to take place shortly of Mr. Joseph Anderson Parrish, Executive Assistant of the Standard Vacuum Oil Company, residing at 18, Peak Road, and Miss Cecile Mary Coleman, of San Francisco, "en route" to the Colony by the President Hoover.

Mr. R. K. Skride, driver of private car No. 4475, has reported to the police that while driving in Castle Peak Road on Sunday he knocked down a woman, Hui Fong, 63 years, who received slight injuries to her face and legs. She received treatment at the Kowloon Hospital. Mr. A. T. Edwards, driver of private car No. 3436, has reported that while driving along Queen's Road, East, on Sunday, he collided with car No. 60. His car was slightly damaged.

Chu See-po, 56, married woman, residing at 38 Third Street, 2nd

Since then it has been found possible to raise the load transported daily from 100 to over 1,000 tons. This result has been reached largely through the work of the Italian roadmakers. Altogether over 60 miles of roadway have been relaid, nearly 50 miles widened, and 190 miles of entirely new highways constructed. Magnificent stone bridges now span once impassable torrents and gorges; one of them has a span of 132 meters, and another of 78 meters.

The problem of water supplies so important on this hot desert coast, had to be tackled immediately, and the thirst of thousands of men and quadrupeds quenched from plants which had been built to satisfy only hundreds. Since the first batch of workmen arrived early in the year 82 new wells have been sunk, 15 reopened and 12 reservoirs constructed, while 25 others will shortly be completed. Six water works have been organized with a capacity of 27,218 cubic meters daily. Work is well advanced on the new Asmara aqueduct which will supply 1,500 cubic meters daily; on three aqueducts at Dogali; on pumping plants at Massawah and Cheren; and on a big cement cistern in the Bay of Dakay.

TECHNICIANS

The presence of so many specialists among 25,000 workmen in East Africa is explained by the technical nature of much of the plants in course of erection. At Asmara 86 kilometers of automatic telephone lines are being laid, 212 kilometers of telephone air line have been completed, 33 radio telegraphic stations and 11 electric-photo circuits set up.

It is known that Italy is concentrating a powerful air force in Eritrea and Somaliland, and additional proof of this is to be found in the increased ground facilities which have been provided. Air-dromes have increased from three to nine and emergency landing grounds from 10 to 26.

Perhaps the most impressive index of all this activity is to be seen in the increase of the metropolitan population of Eritrea which has risen from 4,528 to over 55,000 (which includes the 25,000 odd workmen from Italy) in the first six months of the year.

If the water problem was more urgent in Eritrea it was perhaps more difficult to solve in Somaliland. The programme of work drawn up and now in course of execution provides for an increase up to 100 cubic meters daily of the Mogadishu distillation plant; the construction of another plant with double this capacity; the construction of large water deposits near the Somaliland-Ethiopian frontier; portable distillation plants and water-carts capable of following troops in movement.

floor, collapsed and died while climbing up the hill near the Peak Signal Station on Sunday.

A woman, Sing Choi, aged 32 years, employed as an amah at No. 94 Nathan Road, second floor, is believed to have committed suicide by jumping from the roof of the above address. She was picked up alive and taken to the Kowloon Hospital, where she died.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day totalled 0.23-inch. The total since January 1 78.43 inches.

Only one case of enteric fever was reported to the Health Authorities for the 24 hours ended on October 6.

The Hong Kong University Union will hold its Annual Social Function in the form of a Dance on Saturday, October 12, 1935 at 8.30 p.m. in the Great Hall of the University (by kind permission of the Vice-Chancellor). Members and Life Members are free—Guests \$1/- per head.

The Ben Line s.s. "Bennevis" from Leith, Middlebrook, Antwerp, London and Straits, left Singapore for this port on October 6 and is due to arrive here on October 12.

THOROUGH PRECAUTIONS AT ADDIS ABABA AGAINST AIR BOMBING

Foreign Governments To Approach Italy

CONFLICTING REPORTS FROM WAR FRONTS

Italian Tanks Trapped

Addis Ababa, October 7.

It is claimed here that neither the Italians nor the Abyssinians hold Adowa at present. On the other hand the fall of Adigrat is officially admitted.

It is understood that the members of the Diplomatic Corps telegraphed their respective Governments asking them immediately to seek assurances from Rome that neither Addis Ababa nor Dire Dawa should be bombed in view of the number of foreign nationals at these places.

Meanwhile the Emperor has ordered the whole population to dig trenches for the safety of themselves and their belongings on the hills outside the town near the British Legation as being the region least likely to be bombed.

Whole families are trekking there on foot and by mule, complete with dogs and poultry.

So thorough are the arrangements for evacuation that the Italian bombers will find the capital empty except for the Police.

With the arrival of the staff of the Italian Consulate at Debra Markos after a fortnight's caravan journey to cover a hundred miles. It is expected that Count Vincini will ask for his passports.

The staff of five men and a woman swam two hundred and fifty yards across the swollen Blue Nile and were received very politely by the natives whom they encountered.

ABYSSINIAN TRAP

It is stated that by digging deep pits camouflaged with trees and leaves the Abyssinians trapped four Italian tanks during the advance on Adowa.

The crews manning the tanks are reported to have been killed.—*Reuter.*

BATTLE RAGING ANEW

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1891. Received, October 7, 7.30 p.m.)

Addis Ababa, Oct. 7.
According to the latest information here, the battle was raging anew around Adowa on Monday forenoon, and the outcome is still uncertain.

Official circles here admit that the town finally remained in the hands of the Italians on Sunday evening. Losses on both sides are said to be heavy.

Italian troops are now within two kilometres of the town of Adigrat, which they endeavoured to storm several times but have been invariably repulsed.—*Transocean Kuo Min.*

ADOWA RETAKEN

Addis Ababa, Oct. 7.
That Adowa has been retaken by the Abyssinians two hours after the Italians entered the town, is affirmed by informed quarters here, which state that after desperate fighting in the course of which Adowa changed hands repeatedly, the Abyssinians remained finally in possession of the town whose recapture is said to be due to attacks carried out by Abyssinian troops in the flank and the rear of the Italians.—*Transocean Kuo Min.*

GUERRILLA TACTICS

Addis Ababa, Oct. 7.
Continual guerrilla warfare is being waged on the Ogaden front. Italian planes on reconnaissance flights are dropping bombs, while the Abyssinians are sniping and stalking the advance guards.

There are conflicting reports of gains and losses. Walwal is reported to have been captured by the Abyssinians.

It is emphasised here that the Abyssinians refused to engage in any pitched battle round Adowa following the Emperor's exhortation last week to stick to guerrilla tactics.

The only clash reported is between the Italian advance guards and the Abyssinian outpost.

The four days' fighting has had a great psychological effect on the Abyssinians to whom modern methods of warfare were unknown. Military opinion here recognises that the Italians are advancing steadily without rushing or consolidating every yard.—*Reuter.*

ADDIS ABABA REPORTS

Northern Army Not Yet In Action

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1891. Received, October 7, 7.30 p.m.)

Addis Ababa, Oct. 7.
According to reports received here from the Abyssinian Northern Army headquarters at Makalla, the Italians are now preparing for new offensives and large scale actions are expected on Monday.

The Italians, it is said, have been surprised by the obstinate resistance offered by the Abyssinians in previous battles which it is stressed there have so far been merely outpost skirmishes.

The main forces of the Northern Army, it is asserted here have not been in action up to now.

The situation in the extreme northeast where the Abyssinians began their counter-attack is still not clear.

RAILWAY TAKEN OVER

The Abyssinians appear to be concentrating their troops also on the eastern flank of the Italians.

In the south where the Italians occupied Goriogubi on Sunday, the Abyssinian high command apparently intends to take the offensive in order to safeguard communications for supplies and reinforcements.

The Abyssinian Government therefore took over the French railway line from Jibouti which will be mainly used for troop transports in the future.

The War Minister, Ras Mulagata, has been relieved of his post by the Negus and Ras Gutatache Abata has been appointed as his successor.

ITALIAN LEGATION

The Italian Minister and his staff still remain at the strongly guarded Legation building. The Italian envoy has not yet received instructions to demand his passports and probably is waiting for the arrival of the Italian consuls from the interior of the country.

The Emperor, on the other hand, apparently is unwilling to take the initiative on his part and only informed the Minister that he was placing a special train at the Legation's disposal.

The Emperor also demanded the removal of a short wave transmitter set installed in the Legation, and the Italians agreed to conform with the request.—*Transocean Kuo Min.*

ITALIAN CONSUL AT HARRAR

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1891. Received, October 7, 4.30 p.m.)

Jibouti, Oct. 7.
The Italian Consul at Harrar and his staff arrived here on Sunday and continued his journey to Rome immediately. The Consul succeeded in taking with him the entire archives of the consulate.—*Transocean Kuo Min.*

It was plastered up on tram-cars and chalked on the walls of houses.

The city speedily came to life and deliriously cheered, waving flags and parading with spluttering torches. Rome was en fête.

Crowds marched along the Piazza Colonna but were discouraged from marching to the Palazzo Venezia, Signor Mussolini evidently not desiring to appear to acknowledge the plaudits of the people from his balcony.

However, Il Duce flashed a message to General Debono, High Commissioner for the Italian Colonies, saying: "News of the reconquest of Adowa fills all Italians with pride."—*Reuter.*

ITALY CALM

Rome, Oct. 6.
The country is more occupied with military developments than with the League of Nations and its doings and is calm in the face of the possibility of sanctions.

Representatives of the Fascist Confederation of Industry saw Signor Benito Mussolini, the Prime Minister, to-day, and gave him assurances that Italian industry was in a favourable position and capable of carrying on despite an international attempt to cut off supplies of raw materials.—*Reuter.*

FALL OF ADOWA

Rome, Oct. 6.
News of the fall of Adowa was not released here until 8 o'clock to-night, but it spread like wildfire when it was finally announced.

NOT ACCORDING TO PLAN

Italians Encounter Difficulties

Asmara, Oct. 7.
The Italian advance does not flow so smoothly as expected. Italian officers returned from the front told Reuter's special correspondent of the immense difficulties encountered which are apt to be under-estimated.

Three columns advancing by different routes with the same objective in view had to tackle different and difficult tasks.

Co-ordination was most difficult owing to the mountainous territory and the only few tracks in the country offer unlimited possibility for snipers, while Abyssinians esconced on a steep path with a new machine guns held up a whole Army Corps for some time.

The stiffest resistance on Sunday occurred at Debra Sinna where it is estimated six hundred Abyssinians were killed and wounded and many taken prisoner.—*Reuter.*

SILVER MARKET

(From Our Own Correspondent).
London, October 7.
London Silver prices to-day were down 1/8 as follows:

Spot	Oct. 5	Oct. 7
Forward	29-5/8	29-1/2
London on New York cross-rate	29-3/4	29-5/8

at closing to-day was 4.8981 compared with 4.8875 at closing on Saturday.

CURRENCY CURE

London, Oct. 7.
An unconceivable policy can be adopted by the Sterling Bloc which might establish equilibrium between the dollar and Gold Bloc, states Mr. Keynes in Lloyd's Bank Review.

He continues by stressing that the first move must be to adjust overvalued gold currencies in relation to the dollar and suggests proceeding by a process of trial of the error.

The new rates are based on each country's requirements but which need not be permanent should be established by impartial interests, for example the Bank of International Settlement.—*Reuter.*

FRENCH REPLY TO BRITAIN

Geneva, Oct. 6.
The Government of France has replied affirmatively to the British request for a pledge of French support in the event of any power making an unprovoked attack upon British ships or possessions in the Mediterranean.

The Note declares that France will lend her help to any member of the League which is exposed to aggressive attack through having taken precautionary measures against such an attack, but on three conditions:

1. That the precautionary measures were taken by mutual agreement;
2. That measures must apply to air, land and water simultaneously;
3. That the measures must apply equally when the menace comes from a non-member of the League.—*Reuter.*

FRENCH PRESS COMMENT ON ITALY

Paris, October 7.
The fall of Adowa had a paradoxically calming effect in France which encouraged a widespread hope, now that Italian honour has been satisfied, that Signor Mussolini will be content to do the rest by negotiation.

The "Figaro" remarks that sacrifices to the laws of the jungle being accomplished, it is the turn for sacrifices to the laws of reason.

The "Petit Parisien" says it will be to the honour of our English friends to accept Signor Mussolini's conciliatory message at face value.—*Reuter.*

FATEFUL MEETING OF THE COUNCIL

Further Consideration Of Committee's Report

London, October 7.

The meeting at Geneva this afternoon of the Council of the League of Nations is awaited with great interest. Its task will be to continue consideration of the report of its Committee of Thirteen comprising all members of the Council with the exception of the parties to the Italo-Abyssinian dispute.

This report, which is a lengthy document, was presented at Saturday's Council meeting and deals with the history of the dispute and the circumstances in which hostilities have broken out, and it declared that facts brought to the knowledge of the Committee made it "first and foremost the urgent duty of the Council to draw attention to the obligation of conforming to the provisions of the covenant."

"For the time being the only recommendation which it makes is that any violation of the covenant should immediately be brought to an end."

"The Council reserves the right to make subsequently such other recommendations as it may consider advisable."

Following presentation of this report, the Council decided to set up a Committee of six members to report on the outbreak of hostilities and to determine whether an act of aggression had been committed. This Committee immediately set to work and continued its deliberations until late last night.

Its report will be before this afternoon's meeting of the Council when it will be called upon to vote on the report of the Committee of Thirteen, the adoption of which requires unanimity of all Council members with the exception of the representatives of the parties to the dispute.

As all members of the Council with such exception are members of the Committee, it is assumed that adoption of the report will be automatic. The covenant of the League does not require a vote on the responsibility for aggression, which is a subject of the report of the Committee of Six. It is apparently recognised, however, that moral advantage of having collective expression of opinion on this point is important and both reports will be formally before the Council meeting.

The terms of the report of the Committee of Six were, it is understood, communicated this morning to a private meeting of the Council in committee. It is understood that the procedure to be adopted at this afternoon's fateful meeting which will begin at 4 o'clock was also under discussion at a private meeting.—*British Wireless.*

UNANIMOUS VOTE

Geneva, Oct. 8.
The Committee of Six, which reached the vital decision by a unanimous vote that Italy had violated the League Covenant, will be communicated to the Council members to-night.—*Reuter.*

THREE OFFERS

Geneva, Oct. 6.
It is understood that the Japanese, German and United States Governments are being sounded regarding their willingness to send observers to act on a committee of the League of Nations to co-ordinate sanctions. In the event of the application of penalties against a warring power under Article XVI of the League Covenant.—*Reuter.*

ROYAL COUPLE VISIT SANDRINGHAM

London, October 7.
The Duke of Gloucester and Lady Alice Montagu Douglas Scott are accompanying the King and Queen, who leave Buckingham Palace to-day for Sandringham, and will spend a few days there with Their Majesties.—*British Wireless.*

REPORT MODIFIED

Geneva, Oct. 7.
Reuter learned from enquiries among the delegations that both reports of the Committee of Thirteen and the Committee of Six declaring that Italy has broken Article XII will be adopted unanimously.

The Polish representative informed Reuter that he will vote affirmatively with the other members and this was the vote chiefly in doubt.—*Reuter.*

ALOISI-LAVAL TALK

Geneva, Oct. 7.
The week opened with exciting reports that Baron Aloisi had seen the French Premier, M. Laval and submitted new proposals on behalf of Signor Mussolini, but enquiry showed that the meeting lasted only four minutes and it was revealed that Il Duce maintained an intransigent attitude.

ITALY GUILTY

The Committee of Six has decided that Italy has violated the League of Nations Covenant. The Committee establishes the violation upon General Debono's order to the troops to advance across the Ethiopian territory, the bombing of Adigrat and Adowa, and thus clearly indicating that Italy is the aggressor in the present war without specifically naming her.

The report does not require unanimity or even a majority vote in the Assembly, but each country voting for this resolution pledges

FAITH IN LEAGUE
(Special to the "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1891. Received, October 7, 7.30 p.m.)

Addis Ababa, Oct. 7.
The Negus made the following declaration concerning the report of the Committee of Thirteen: "The report proves to the Abyssinian Government that the League of Nations is willing to help the former. We therefore declare again that we place full confidence in the League which alone is in a position to check the unjust attack of which Abyssinia is a victim."

"We are compelled to defend our country and we nevertheless remain attached to the cause of peace. We set our hopes on the League's help and will continue under all circumstances to co-operate with the League in view of the fulfilment of the covenant."—*Transocean Kuo Min.*

DISORDERS IN FRANCE

Communists Battle With Police

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1891. Received, October 7, 4.30 p.m.)

Paris, Oct. 7.
A serious political clash occurred here on Sunday when the meeting of Nationalist organisation "Croix de Feu" held in the Paris suburb of Aulnay and attended by about 1,600 persons, was attacked and regularly beleaguered by some 500 Communists.

Twenty persons were gravely injured in the ensuing affray and the Police only with difficulty succeeded in dispersing the Communists in a battle during which several Police officers were seriously hurt.

The "Croix de Feu" members finally departed escorted by a detachment of the Garde Mobile.

A similar occurrence was reported also from the provinces. At Lille, where "Jeunesse Patriotique" held a memorial celebration in honour of the war dead, the Communists likewise attempted to disturb the meeting. Several persons were injured before the Police dispersed the demonstrators.—*Transocean Kuo Min.*



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Craigengower's New Blood

(By "ADREM")

One of the most fortunate Clubs in the first division this season is undoubtedly the Craigengower. Besides having most of last year's eleven available, they will receive the assistance of practically the back-bone of the 1934-35 team, of that very fine nursery of cricket, the Diocesan Boys' School which has given to the Colony so many of its leading cricketers.

The University are in much the same position as last year, the C.S.C.C. are if anything stronger, whilst the H.K.C.C. will be weakened for some time by the absence of Owen Hughes and Rickett's departure in November will not assist matters in any way. The Navy, at the moment, are an unknown quantity.

The Hong Kong Cricket Club are going to miss the services of Owen Hughes who is not due back until after the interport. Hillwood has also left the Colony and so it looks very much as if they will be without the services of a bowler faster than Redmond. I expect that the evergreen Tom Hayward will again be leading the side and he will have "Tam" Pearce, Alec Pearce, Duckitt, Redmond, Frost, Baines, Kilbee, McInnes and Mitchell, (on paper, a very powerful batting combination) to assist him. The brunt of the bowling will have to be borne by Redmond, Alec Pearce, Duckitt and McInnes. Frost did very well in the trial last week but I am afraid that I have no information about him. Rickett is leaving for home some time in November after a most successful stay, from a cricketer's point of view, in the Colony. Dunkley, of course, will be keeping wicket. I can never understand why he is not placed higher in the batting order. He has had considerable experience in Shanghai as an opening bat, although his best friend could not describe him as a local Woolley or Macartney, he is after all a left-hander and as such, most upsetting to the bowlers. I have just realised, on going through the above names, that I have omitted that of A.C.I. Bowker. If he is able to turn out regularly, he will be just the bowler the Club are so badly in need of.

THE UNIVERSITY

E. L. Gosano, one of the most promising all-rounders in the Colony, will very likely, again be leading the University. The only outstanding name in his team is that of L. T. Ride although any of the others are liable to come off at any time. The main asset of the University eleven, in past seasons has been their fielding and this year promises to be no exception. Gosano will have in addition to Ride, B. K. Ng, D. S.

Blake, A. B. Tata, E. T. Wood, Ozorio, K. L. Ng, P. B. Tata and a most valuable recruit from the D.B.S. the diminutive J. Fong, a most useful batsman, despite his lack of inches, or the "sticker" variety.

CRAIGENGOWER

I hear that there is every likelihood of Tinker Lee being elected skipper of the Craigengower and he will have a most imposing array of talent to call upon. Of last year's team Francis Zimmerman, Hamson, Omar, Leonard and Youngs are all available and in addition to these players, last season's D.B.S. eleven are providing Archie Zimmerman, a very useful wicket-keeper batsman, George Lee, a fastish bowler and a very good bat with excellent foot-work, and W. Rapley another all-rounder. Barry and Hubbard have gone home and I believe there is a likelihood of Sparrow turning out for the Navy. Other possibilities are: Douglas Hunt, who made a century against a Press eleven which included Pereira a couple of weeks ago, A. R. H. Esmaill, E. Souza and his brother G. Souza. The Craigengower, therefore, have no lack of material to call upon, their chief difficulty, it seems, will be who to leave out.

CIVIL SERVICE

J. E. Richardson will again be at the helm of the Civil Service. It will be recalled that last season he did not strike by any means his best form with the consequence that his team finished at the foot of the league table. I understand that R. H. Griffiths and D. McCellen have signified their intention of turning out regularly on their return from leave and with Colledge keeping wicket the C.S.C.C. have at least three very useful men at their disposal who were not available last season. Other players are F. Baker, who will understudy Richardson, G. R. Sayer, A. E. Perry, R. M. Wood and probably several youngsters from

the seconds. In contrast to their record last season, I would not be in the least bit surprised to find them well up with the leaders at the end of this one.

THE NAVY

I have tried very hard to get some information about Naval prospects but have so far been unsuccessful. There is bound to be a great deal of difficulty in raising a regular side this season owing to the uncertainty of Fleet movements. If the submarines stay here any length of time, however, there will at least be the nucleus of quite a decent eleven as there is plenty of keens there if nothing else. Comdr. F. C. Barry will be in charge of the side.

I have just got hold of some further information about the Army. I said in my notes last week that Ballard had gone home. This is not correct as he is not only in the Colony but is not due to leave until March in which case he will be here practically the whole of the season. Capt. Walsh is definitely leading the side and the probable wicket-keeper will be Coster of the East Lanes who is also a very useful bat.

In the Club trial last Saturday, "Tam" Pearce ably demonstrated that he is still one of the Colony's leading batsmen by compiling a brilliant 48. I am informed that he has been in the strictest of training and is fitter now than he has been for some time. If this is the case and he maintains his present form I foresee him playing himself into the interport side, an event which most of the Colony's cricketers would greet with much enthusiasm.

The first interport trial is being played on Thursday commencing at 2 p.m. but I have not yet learned the composition of the teams.

This completes my review of the first division clubs and next Tuesday I hope to be in the position to publish some interport prospects.

HOME FOOTBALL

Many Even Games

(Special Air Mail Service)

London, Sept. 16.

Eleven clubs went on to the field unbeaten on Saturday afternoon and seven of them survived, but Fulham, Bournemouth, Bristol Rovers, and Stockport County each suffered their first defeat of the season, the last two rather unexpectedly. Eight clubs have yet to win a match.

The match between Arsenal, the champions, and Sheffield Wednesday, the cup-holders, naturally attracted the biggest crowd—62,000—of the afternoon, but there were 40,000 at Middlesbrough, which is the largest attendance they have had on that ground for a League match since 1927. The unusual interest of the match lay in the fact that four of the Brentford side, who had been largely responsible for the club's rapid promotion from the Third Division, had previously played for Middlesbrough and scored 12 goals in their two previous matches, both away from home. The match on Saturday was played throughout at a great pace, but the defences were too good, and no goal was scored. Scott spoiled an otherwise perfect exhibition by missing an open goal for Brentford, who stayed so well that the Middlesbrough defence was glad when the end came.

CHELSEA'S VICTORY

Chelsea, as expected, beat Leeds United at Stamford Bridge, but the victory was not so convincing as it might have been. Law, who returned to the side after an absence of nearly two years, started the movement which led up to the only goal of the match 20 minutes after the start. He passed out to Spence, who centred perfectly for Burgess to head in. Law, Spence, and Argue were the best of the Chelsea side who rather fell away in the second half, when Leeds improved. Kelly once got past the backs but shot straight at Jackson from close range. Huddersfield Town, who were at the top of the

WORLD SERIES BASEBALL

Chicago Cubs Beat The Tigers

Chicago, October 7. Although Warneke, Chicago's ace right hand pitcher, was forced to retire from the game with a sore shoulder after pitching for six innings, the Cubs beat the Tigers by a 3 to 1 margin in their World Series baseball clash, Lee finishing upon the mound.

The result left the Tigers with a 3-2 lead in the series. Warneke received full credit for the victory since he left the game with Chicago already leading by two clear runs. As a result of Chuck Klein's homer to right field in the stands in the second inning, Herman, who was on third base was brought in for an additional run.

The Tigers, who now need only one more game to win the series, were only threatened seriously in the ninth inning, when Gehring drove in for their only score. Later the latter and Goose Goslin had started a rally with scratch infield hits.

Cavarretta, the Chicago Cubs' first baseman, ended the game with a spectacular catch off a foul hit.

COLONY FOOTBALLERS IN SHANGHAI

Shanghai, October 7.

Before a crowd estimated at 15,000 the Hong Kong Chinese footballers, who are here in connection with the National Games starting on Thursday, overwhelmed the Foreign Police yesterday afternoon and won by ten goals to nil.

Lee Wai-tong, the brilliant Chinese player, and idol of the Chinese spectators, scored six of the goals.

TSUI BEATS MALAYAN CHAMPION

Shanghai, October 7.

Tsui Wai-pui, the Hong Kong lawn tennis champion in 1934, beat Lim Boon-spo, the Malayan singles champion, by 8-6, 6-4 in an exhibition match.

table on Saturday morning, could only draw at home with Derby County. Derby took the lead, in the first half but Huddersfield, who were not at their best, equalized 10 minutes later. Manchester City took Huddersfield's place by a convincing victory over Birmingham. The losers, who were three goals down at half-time, fought back well and obtained the only goal of the second half.

Sunderland are another side who are playing well, and they must have been well satisfied to win at Stoke by two goals to none. Stoke had the better of the early play, but shot badly and towards the end they missed a penalty. A defensive mistake enabled Dayles to score after the interval and Gallagher headed the second goal cleverly from a corner-kick. Liverpool continue to show extraordinary form. After winning a match 6-0 and losing the next by a similar score, they beat Grimsby Town by seven goals to two on Saturday. As Grimsby had been beaten 6-0 at Highbury on Wednesday their defence has had an unhappy week. Howe, who had scored four goals the week before, got three more. Grimsby were three goals down after 12 minutes' play, and any chance which they may have had of fighting back, vanished when Kelly, a back, was injured and could only limp about on the left wing. Aston Villa, after several unpleasant shocks did something to restore confidence by beating Preston had scored first in the opening minutes. Wolverhampton Wanderers were always playing like winners against Portsmouth and scored a goal in each half of the game.

PERRY LOSES U.S. TENNIS TITLE

FALL DURING THE FIRST SET

Doctor Consulted In Interval

(Special Air Mail Service)

London, Sept. 16.

In dramatic circumstances at Forest Hills Fred J. Perry lost his American singles championship. He was beaten in the semi-final by Wilmer Allison, 7-5, 6-3, 6-3.

At the end of the sixth game in the first set, when the score was 3 to 2 in favour of Allison and Perry was racing for the ball sailing out in the corner, the champion slipped on the damp turf, falling heavily on his right hip.

Dr. Edward Knapp and Dr. Horace Ayres, who examined Perry after the match, issued the following statement:

"When he fell he drove the right kidney slightly out of position. He should not play a game for a month."

After his fall Perry was up quickly, casting a wry face at his blackened trousers and wiping the mud off his racket handle with a towel which a ball boy supplied. Then Allison served again, scoring two "aces" and going to forty love. Perry managed to deuce the score, but his hand went to his side, where there was evidently pain. The crowd did not sense any serious injury, nor did Perry convey that impression, but when Allison led 5-4, again winning the service, Perry signalled to me from the court. I hurried round to the players' entrance.

"GET A DOCTOR"

"Get a doctor," he said, "I doubt whether I shall last ten minutes." The words were spoken quietly; only the attendants at the door heard them. I immediately advised the referee, and a doctor was soon at the barrier. The referee, who is president of the association, had also come round.

Meanwhile Perry continued playing, and after consultation we

agreed that following the rule, and until the champion had appealed to the umpire to stop play—which he showed no sign of doing—an examination should be deferred until the interval, if there ever was one.

Allison, playing magnificent tennis—as we expected he would—went on to carry the first set at 7-5, and—with Perry now forced by his ailment to withdraw pressure, and virtually to mark time—to build up a lead of 5-0 in the second set.

One did not know which to admire more—Allison's brilliant volleying, or Perry's mental effort to conceal his handicap from the public.

NOTHING BROKEN

That nothing was broken in his hip was shown by his ability to swing for normal shots. But he told me, in one of the intervals between games, that he could scarcely lift his arm, and it was evident that the bounding invincible Perry was virtually making only a nominal resistance.

Even when he took three games before the end of the second set, they came, I think, as the result of Allison momentarily modifying some of his offensive; you cannot fight your hardest against a crippled opponent.

At the end of the second set, with our little crowd waiting anxiously in the wings—a masseur had joined us—we saw Perry fight a mental battle. Should he retire, an injured man, or go down to inevitable defeat?

Other champions have faced the same problem; none has answered it so gallantly as Perry. He continued on the court, and gave Allison the supreme satisfaction of de-

SHEK-O GOLF

Marton Wins From Hancock

The Shek-O Golf Championship was won by Mr. O. E. C. Marton, with a score of 70+75=145. Mr. H. R. B. Hancock and second, with a score of 71+79=150. The Hon. Mr. R. M. Henderson was third, with a score of 69+84=153.

The Morning Pool was won by Mr. R. M. Henderson, with a score of 69-8=83; and the Afternoon Pool was won by Mr. J. A. Plummer with a score of 86-16=70.

AT FANLING

Captain's Cup at Fanling, October 5-8:—

R. K. Collings 78-5=73.

A. M. W. Scott 83-10=73.

Tie and will play off.

Other scores:—

L. Goldman 82-8=74.

F. C. B. Black 92-18=74.

D. H. Blake 80-14=78.

There were 38 entries.

priving him, not only of his American title, but of a world record. The defeat of the champion, although the real fight had been confined to the first eight games, caused pandemonium, and cushions were thrown down on the court.

Perry proposes to leave for California either to-morrow or Friday. He said as he left Forest Hills, "I did not want to deprive 15,000 people of the joy of seeing Fred Perry licked." He was naturally down-hearted, but a buoyant nature will always be his best friend.

To-morrow Allison meets Sidney Wood, who beat Bryan Grant today in the other semi-final 6-2, 4-6, 12-10, 6-2.

WOMAN CHAMPION

Miss Helen Jacobs beat Mrs. Fabryan 6-2, 6-4, in the women's final. The score was similar to that of last year. Until near the end, when Mrs. Fabryan won two games on sequence the champion seemed to mesmerise her little opponent. She broke up her game by subtle tactics and destroyed much of her beautiful rhythm by cut drop shots and high-lob.

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For irritable Children

In the "Strand Magazine" of March 1933, the well-known food expert, Miss Kathleen Dane, writes:

"Many children of the irritable, nervous type, owe their state to a deficiency of organic salts, particularly calcium, notwithstanding the fact that the dietary appears to be properly balanced. Such youngsters do well when the diet is reinforced by a well-retained mineral food, such as 'Kalzana,' which medical men all over the country are now recommending."

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BELGIAN ROYAL MOURNING

King Leopold's Request

(Special Air Mail Service)

At the express wish of King Leopold, mourning for the late Queen Astrid has been lifted within the Brussels Exhibition. The King, in fact, considers that the exhibition has an important bearing on economic revival, that it is not only of national, but of

international importance, and he is anxious that nothing should stand in the way of its continued success.

Up till now, 15,000,000 visitors have been registered at the Brussels World Fair, which will remain open to the public until November 3.

King Leopold has approved the suggested issue of a mourning stamp bearing Queen Astrid's effigy. If possible, the new stamp will be ready for sale on November 1, All Saints Day, and will be sold until the beginning of January. It will bear a small surtax for the benefit of the Oeuvre contre la Tuberculose, one of the many charities in which the Queen was interested.

THE SHIPPING CRISIS

British Lines Hard Pressed

(Special Air Mail Service)

London, Sept. 16.

Britain's share of the world's shipping has been shrinking for many years. It will be further reduced very tragically unless it is enabled to meet its competitors on equal terms. British ship-owners have in the past been champions of the view that trade questions should be left to settle themselves without Government interference. They have paid heavily for an obstinate attachment to that dogma. There can be few of them who do not recognise to-day, with the chairman of the P. and O., that laissez-faire and suicide are the same thing.

Mr. Shaw gave several examples on Friday of the way in which foreign monopoly and subsidy are driving our mercantile flag from the seas. Nations which reserve their coastal trade strictly for their own craft send their shipping to forage freight upon British routes with their cost of labour and maintenance provided from the public purse. It is not an unduly expensive course, considering its actual and prospective gains. These Powers realise that the prestige attaching to the position of world-carriers has a value of its own, and if they force their British rivals out of business they will have profit as well. That last stage is in sight in the Pacific Ocean more particularly. If nothing is done it will become impossible—it is a matter of months rather than of years—to maintain the chief services connecting Australia and New Zealand with the Western Hemisphere, and the traffic even between those Dominions themselves will pass out of British hands.

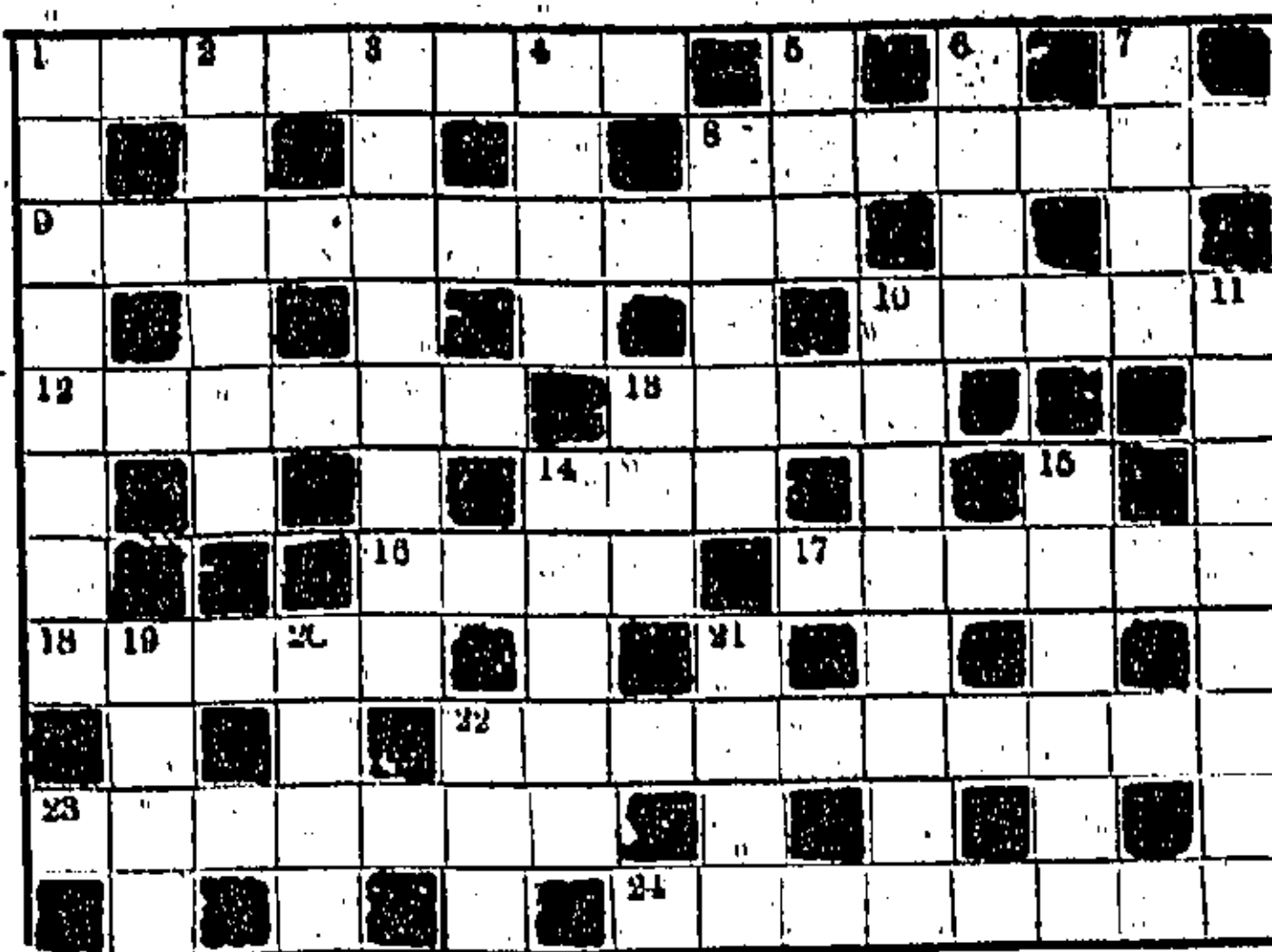
Mr. Runciman admitted a year ago, on the Government's behalf, that our shipowners were entitled to assistance against unfair competition. He announced a modest scheme for the succour of tramp shipping, which has been too short a time in operation to judge of its results. For the rest, he mentioned as possible remedies "the reservation of inter-imperial trade the preferential treatment of British ships or cargoes carried by British ships in Empire ports, differential duties against foreign ships which have the benefit of Government subsidies." With the situation worsening before its eyes, the Board of Trade has surely got beyond an academic frame of mind as regards the choice to be made from these expedients.

We have the lesson of tariffs to show that only the firm vindication of our own rights will in any way check the steady process of effacement. So long as we stuck blindly to "Free Imports without Free Trade," the world left us to whistle for justice. From the moment that our import duties came into play, other countries have shown an altogether new readiness to mitigate their terms. We should prefer a fair field in shipping with success, accruing everywhere to the most efficient. But there will not be the slightest approach to those conditions until we use the weapons with which we have been attacked and give our merchant lines the full backing that their opponents enjoy. Without that, we may "demur" and "protest" and "negotiate" until the cows come home.

The public becomes cynical when a crisis of this kind is reached and an endless procession of Ministerial statements and inquiries and committees blocks the way of decision. Nothing weakens the self-confidence of democracy so much as dawdling habits of government. The shrinkage of shipping has as much to do as anything with the plight of most of the depressed areas. But it undermines directly and indirectly the strength of our whole commercial and financial fabric, of our repute and authority. It is a challenge that should awaken even in Downings street a sense of time and of the penalties of wasting it.

Arrested in possession of 108 'bo pia' lottery tickets, Lai Choi, 19, single woman, was fined \$40, or three weeks' hard labour, when he pleaded guilty before Mr. Macfadyen at the Central Magistracy yesterday. Sub-Inspector Tyler prosecuted.

CROSSWORD PUZZLE



NOTE.—Figures in parentheses indicate number of letters in the words required.

ACROSS

- 1.—Is playful talk likely to impress a big Dane? (8).
- 2.—May be compassionate or contemptible (7).
- 3.—There's little sense in this, as the word is not all there! (10).
- 4.—As a competitor against another for a prize, (5).
- 5.—A ship may hold a first-class record at this (6).
- 6.—For this, we do something on one occasion only (4).
- 7.—Mercurio meant it for a homethrust when he said "the punto reverso!" (3).
- 8.—This in and this out is continuous (4).
- 9.—Powerful (8).
- 10.—What we see in some pictures that puzzles us (5).
- 11.—A public school, but is it open to the "New-Rich Set"? (anagram) (10).
- 12.—You'll solve this with much pleasure (7).
- 13.—A suitable epithet for tough meat (8).

DOWN

- 1.—In this case a witness is wanted (8).
- 2.—It might be regarded as a stodgy lump of food (6).
- 3.—at a time like the present (8).
- 4.—The birthplace of Goliath (4).
- 5.—A wooden splicing-pin for sailors to get makes restless movement (3).
- 6.—A provisional decree (4).
- 7.—There's a personal atmosphere about this envelope (4).
- 8.—A plant with large flowers, in which one is sure to be broken! (5).
- 9.—Being scented, it may be strongly reminiscent (8).
- 10.—of more recent times (8).
- 11.—A boat's propeller, shaft and all! (3).
- 12.—It's easier to put on than to get out of (5).

TRADE RETURNS FAVOURABLE

Larger Exports Again

(Special Air Mail Service)

London, Sept. 16.

A favourable showing is again made by the returns of overseas trade for the past month. The figures, it is true, show contraction from those for July, but this is probably due in part to holiday influences, and compared with August, 1934, exports reveal the substantial increase of £2,783,000 (or 8.1 per cent.) to a total of £34,883,000. Of this, increase manufactured articles accounted for £2,000,000. Re-exports expanded by £384,000 (or 28.7 per cent.) to £1,488,000. Owing chiefly to smaller shipments of raw materials, particularly cotton, however, total imports were £826,000 (or 1.3 per cent.) less at £59,145,000, even though imports of manufactured articles were £1,022,000 larger.

For the first eight months of the year exports, at £27,737,000, reveal an increase of £2,848,000, or 8.8 per cent., and re-exports, at £3,874,000, an increase of £312,000, or 8.8 per cent., while imports, at £479,092,000, show the trifling reduction of £301,000. Excluding the movements of bullion or coin, the apparent adverse balance of trade in August was £20,077,000, compared with £21,420,000 in July and with £24,570,000 in August, 1934, while for the eight months it amounted to £164,611,000, against £187,872,000 in 1934 and £160,210,000 in 1933.

Further details are given in our City columns.



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S.S. ODER... Oct. 9th to Genoa, Marseilles, Barcelona, Oran, C'blanca, R'dam, H'burg & Bremen.
M.S. TRAVE... Oct. 17th to Marseilles, C'blanca, Antwerp, R'dam, Hamburg & Bremen.


ARRIVALS FROM EUROPE

S.S. Havel... Oct. 17th | S.S. Scharnhorst... Nov. 5th
S.S. Donau... Oct. 31st | S.S. Frankfurt... Nov. 5th

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H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

Little of interest has occurred in the market to-day and prices are practically unchanged.

BUYERS

Hong Kong Banks, \$1000.
Union Insurance, \$370.
Providents (old), 50 cts
Hotels, \$3.10.
H.K. Trams, \$10.60.
Electric, \$52.
Telephones (old), \$17.10.
H.K. Ropes, \$1.60.
Watsons, \$2.90.
Govt. 3 1/2% Loan, 1/2% Discount.

SELLERS

Rauhs, \$1.
China Lights, \$7.95.
Telephones (new), \$6.
Dairy Farms, \$14.60.
Sinceres, \$3.20.

SALES

H.K. Trams, \$10.70.
China Lights, \$7.90.

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices rose 1/16 over the week-end for both deliveries, the quotations being 29 1/2 for Ready and 29 1/4 for Forward. Silver advances reported India as having bought. Speculators sold. The market closed steady.

In America the rate was unchanged at 65 1/2 for spot.

The London/New York cross-rate dropped 3/4 to 4.88 1/2 and the New York/London rate was slightly higher at 4.89 1/4.

Market

Steady but not robust. Towards lunch time the market appeared easier.

Sterling

Opened with sellers at 2/0 13/16, buyers bidding 2/0 1/4, at which rate, a small business was reported for October and November. Later offers at 2/0 13/16 were accepted for near and forward followed by transactions at 2/0 1/4 for near and forward. The market closed at 1 p.m. with sellers at 2/0 11/16 for September/January, buyers at 2/0 1/4 for September/December and 2/0 13/16 for January.

U.S. Dollars

A small business was done at 50 7/16 for near delivery. The market closed at 1 p.m. with sellers at 50 1/2 for spot and probably 50 1/2 for forward, buyers at 50 7/16 for near delivery.

Shanghai Dollars

Sellers were quoted at 133 1/2 for near delivery.

Shanghai Market

Opened steady at 1/6 1/4 for spot but closed a shade lower at 1/6 7/16 for near delivery. U.S. Dollars—Opened with sellers at 37 11/16 and closed at 37 1/2 for spot.

IN THE AFTERNOON

The market was extremely quiet in the afternoon.

Sterling

In Sterling a small business was arranged at 2/0 1/4 for December and second half of December finishing with sellers at 2/0 11/16 for near and forward, buyers at 2/0 1/4 for September/December.

U.S. Dollars

The market closed with sellers at 50 5/16 for near and forward, buyers at 50 1/2 for any delivery.

RAYON FROM KAOLIANG STALKS

Tsingtao, Sept. 28.

The experiment of manufacturing rayon from kaoliang stalks has been completely successful, according to Dr. Yun-O, a Chinese, woman scientist here.

Test of the new products compared favourably with imported artificial silk, Dr. Feng said. Plans are being made to open a large factory here, and it is expected that the rayon it produces will be able to compete with foreign goods, as it will be much cheaper.

Dr. Feng is a native of Shanghai, who was sent in 1915 to the United States, where she obtained her doctorate from Ohio University. Later went to Germany and specialized in sugar manufacturing. She spent many years after her return to China in experimenting on the use of kaoliang stalks for rayon. The recent achievement represents the fruit of her constant efforts.

LONDON EXCHANGE RATES

(Barish Wireless Service)

	October 5.	October 6.
Paris	74 21/64	74 25/64
Geneva	15.03	15.04 1/2
Berlin	12.16 1/2	12.17 1/2
Athens	513 S.	514 S.
Milan	60 1/2	60 1/2
Shanghai	1/8 1/2	1/8 1/2
New York	4.89 1/2	4.89 1/2
Amsterdam	7.24	7.24 1/2
Vienna	118	118 3/16
Prague	621 S.	621 S.
Bucharest	35 27/32	35 50/64
Madrid	2/1	2/1
Lisbon	28.98	29
Hong Kong	39 13/16	39 13/16
Brussels	4.97 1/2	4.98 1/2
Montevideo	1/2 1/32	1/2 1/32
Belgrade		
Montreal		
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	29 1/2	29 9/16
Silver (forward)	29 1/2	29 11/16
War Loan		34 1/2 103

Closing Quotations

October 7, 1935.

	October 7, 1935.
On LONDON	
Telegraphic Transfer	1/2 1/2
Bank Bills, on demand	1/2 1/2
Bank Bill, 4 months	1/2 1/2
eight	1/2 1/2
Credits, four months	1/2 1/2
eight	1/2 1/2
On SHANGHAI	
On Demand	3 1/2
On SINGAPORE	
On Demand	6 1/2
On JAPAN	
On Demand	1/3 1/2
On INDIA	
Telegraphic Transfer	1/3 1/2
Bank, on demand	1/3 1/2

	October 7, 1935.
On NEW YORK	
Bank Bills, on demand	4 1/2
Credits, 60 days sight	4 1/2
On BATAVIA	
On Demand	7 1/2
On PARIS	
Bank Bills, on demand	7 1/2
Credits, 4 months sight	7 1/2
On SAIGON	
On Demand	7 1/2
On MANILA	
On Demand	8 1/2
On BANGKOK	
On Demand	9 1/2
Sovereigns, Bank Buying	9 1/2
Rate	9 1/2
Bar Silver, per oz.	2 1/2

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Banks, \$1005.
Bank of East Asia, \$60.
Unions, \$370.
Douglases, \$35.
Antamoks, 73 cts.
Baguio Gold, 10 1/2 cts.
Lands, \$24.
Providents (old), 45 cts.
Trams, \$10.65.
Lights, \$7.85.
Electric, \$52.
Canton Ices, \$11.
Ropes, \$1.60.
Watsons, \$2.90.
Gold \$ Bonds, \$8 1/2.
Govt. Loan 4 1/2, \$6 1/2.

SALES

Trams, \$10.70.
Cements, \$3.10.

SINGAPORE RAW RUBBER

Lates Singapore Prices

H. B. JOSEPH & CO.

Messrs H. B. Joseph & Co. received the following Straits Currency Quotations from Singapore for Raw Rubber:

	Buyers	Sellers
Spot	19 1/2 up 1/2	19 1/2
Nov./Dec.	19 1/2 Unch.	20 1/2
Jan./Mar.	20 1/2 down 1/2	20 1/2
Apr./June	21 down 1/2	21 1/2

Market—Undertone Quietly Optimistic.

CENTRAL TRUST OF CHINA

Nanking, Sept. 30.

The Central Trust of China, operating under a special charter conferred by mandate of the Central Government for the transaction of trust business, will be formally inaugurated to-morrow at 10 a.m. The head office is at 128 Hankow Road, Shanghai.

Under a board of directors headed by Dr. H. H. Kung, Minister of Finance, the Trust has Mr. Chang Kia-NGAU as its Managing Director and, concurrently, General Manager.

The capital of the Trust is set at \$10,000,000 which has been paid up in full by the Central Bank of China, with which institution it is affiliated. The business of the Trust comprises the handling of savings and insurance of all public employees and service men, the purchasing of supplies for, and the underwriting of insurance of properties of, the government and public institutions, the issuance of premium savings bonds, and the transaction of trust business in general.

Besides the head office in Shanghai, the Trust will be represented in all parts of China by branches of the Central Bank acting as its agents. With the exception of the Nanking agency which is also opening on October 1st, all other agencies will be opened on the 15th of October.

PRESIDENT LINERS
are
LUXURY LINERS

with Every Stateroom, Outside, Large and Airy

One thing about travelling on President Liners, entirely aside from their speed and the stopover advantages of their frequent sailings, is the luxury of spacious staterooms. All are outside, with deep-sprung beds and every modern convenience... adding the comfort of a fine hotel, with excellent food and charming public rooms, to a trip with good companions.

To SAN FRANCISCO 18 Days via Shanghai, Kobe, Yokohama, Honolulu	To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama
Fortnightly sailings	Fortnightly sailing
Pres. Taft... Oct. 23, 8 a.m.	Pres. Jackson... Oct. 11, 8 a.m.
Pres. Hoover... Nov. 7, 8 a.m.	Pres. McKinley... Oct. 26, 8 a.m.
Pres. Pierce... Nov. 20, 8 a.m.	Pres. Grant... Nov. 13, 10 a.m.
Pres. Coolidge... Nov. 30, 8 a.m.	Pres. Jefferson... Nov. 23, 8 a.m.
	Pres. Jackson... Dec. 7, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

CONSIGNEE NOTICES.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE M.V. "RAMSES"

having arrived, from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed. Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct., 1935, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before the 4th Nov., 1935, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by JESSEN & CO., Agents.
Hong Kong, 4th Oct., 1935. 1935

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK, NORFOLK, SAVANNAH, SAN FRANCISCO AND MANILA.

THE Steamship "CITY OF WINDSOR"

having arrived, Consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of Messrs. Heli's Wharf, whence delivery may be obtained.

Optional cargo will be carried on, unless notice to the contrary be given prior to arrival of steamer.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after 11th Oct., 1935, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 15th Oct., 1935, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined by the steamer's surveyor on 11th Oct., 1935, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE (CHINA) LTD., Agents.
Hong Kong, 5th October, 1935. 1935

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "MAB. OUAL JOFFRE"

BEING CARGO FROM MARSILLES

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed & stored into the godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before the 14th Oct., 1935, or they will not be recognized.

Damaged Packages will be examined by the company's Surveyors, Messrs. Goddard & Douglas, in the presence of the Consignees at 1.00 a.m. on Friday, 11th Oct., 1935.

Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.
R. OHL, Agent.
Hong Kong, 5th October, 1935. 1935

CONSIGNEES' NOTICE.

THE BURNS PHILP LINE.

FROM MELBOURNE, SYDNEY, SALAMAU, RAHAUL, SANDAKAN AND MANILA.

THE M.V. "NEPTUNA"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Oct., 1935, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Oct., 1935, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Oct., 1935, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 4th Oct., 1935. 1935

What do you want?

If there is anything you want to buy or sell, try a small Classified advertisement.

25 words \$1.00 prepaid for 3 insertions.

CHINA NAVIGATION COMPANY, LIMITED

SWATOW & BANGKOK	"KIANGSU"	On 8th Oct. 10 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 12th Oct. 10 a.m.
SWATOW, FUOCHOW, TIENTSIN	"CHENGTO"	On 8th Oct. 1 p.m.
CHONGHONG & TIENTSIN	"SUOCHOW"	On 8th Oct. 2 p.m.
SWATOW & SHANGHAI	"TEAN"	On 8th Oct. 4 p.m.
AMOI & SHANGHAI	"TEAN"	On 10th Oct. 5 p.m.
SWATOW, SHANGHAI, TIENTSIN, CHONGHONG	"KIDCHOW"	On 11th Oct. Noon
SWATOW, SHANGHAI, TIENTSIN, CHONGHONG	"KAYING"	On 11th Oct. 3 p.m.
AMOI & SHANGHAI	"KINGCHOW"	On 11th Oct. 5 p.m.
FOOCHOW & SHANGHAI	"SHANTUNG"	On 13th Oct. 6 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 13th Oct. 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 14th Oct. Noon
SWATOW & SHANGHAI	"HUCHOW"	On 14th Oct. 10 a.m.
AMOI & SHANGHAI	"TEAN"	On 16th Oct. 2 p.m.
SWATOW, FUOCHOW, TIENTSIN, CHONGHONG	"CHIEKIANG"	On 16th Oct. 10 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 16th Oct. 5 p.m.
SWATOW, SHANGHAI, TIENTSIN, CHONGHONG	"HUNAN"	On 17th Oct. 10 a.m.
AMOI, SHANGHAI & HAIKOW	"KINGYUAN"	On 18th Oct. 1 p.m.
AMOI & SHANGHAI	"KANGTUNG"	On 19th Oct. 1 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 20th Oct. 10 a.m.
HOHLOW & SINGAPORE	"MULSAM"	On 30th Oct. 1 p.m.
SWATOW & SINGAPORE	"KALGAN"	On 21st Oct. Noon
AMOI, SWA OW & SINGAPORE	"ANSHUN"	On 22nd Oct. 8 a.m.
HOHLOW	"TEAN"	On 22nd Oct. 2 p.m.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**
Telephone 30331.
TARBO AND BAGGAGE OAK BY INLAND, AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday 14, Cairns Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS (S. CHANGT & TAIPING) (OIL BURNERS)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY 27/6. RETURN LONDON (via Australia) from 212/6-10.
(Australian Voyagers on the)

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGT	11 Oct.	18 Oct.	21 Oct.	6 Nov.
TAIPING	8 Nov.	14 Nov.	17 Nov.	2 Dec.
CHANGT	19 Dec.	26 Dec.	29 Dec.	5 Jan.
TAIPING	3 Jan.	10 Jan.	13 Jan.	20 Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
For Freight or Passage, apply to—**BUTTERFIELD & SWIRE**, Agents, HONG KONG, CHINA & JAPAN.
Telephone 30333.



MAERSK LINE

Most regular FREIGHT and PASSENGER SERVICE

via

Shanghai, and Japan

to

LOS ANGELES, PANAMA, NEW YORK, BOSTON, PHILADELPHIA & BALTIMORE.

If sufficient indentment offers also other ports of call.

Arrivals from U.S.A. Sailings to U.S.A.

12th Oct. M.V. "FERNWOOD" 6th Nov.

3rd Nov. M.V. "PETER MAERSEK" 28th Nov.

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.

For Freight and Passage please apply to—

JEBSEN & CO.

Canton, Shanghai, H.K. Agents. Hong Kong, Pedder Building

Tel. 10914. Tel. 23363.

PRINCE LINE—SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

(via CAPE OF GOOD HOPE or PANAMA until further notice)

M.V. "JAVANEE PRINCE" Oct. 10th

M.V. "SILVERCYPRESS" Oct. 27th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building. Telegram: Furprince.

Telephone: 23135.

DOUGLAS STEAMSHIP CO., LTD.

SWATOW-HONGKONG SERVICE

Sailings Tuesday and Friday

S.S. SEIBAN Wednesday, 9th Oct. for passengers only.

Subject to alteration without notice.

ROUND TRIP TICKETS are issued from HONGKONG TO FOCHOW (including Amoy) and return by the same Steamship at the Reduced Return Rate.

Call at AMOI for passengers only.

CANTON-HONGKONG-HOIHOW-PAKHOL

A Regular Service is maintained by the S.S. HAICHING

For Particulars of Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers. Tel. Nos. 4937 and 4938.

P. O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Anhui, B. & S., October 8.

Haining, Douglas, October 8.

Taiwan, B. & S., October 9.

Kwangtung, Douglas, October 11.

Kiungchow, B. & S., October 12.

Hozan Maru, O.S.K., October 13.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Anhui, B. & S., October 8.

Haining, Douglas, October 8.

Taiwan, B. & S., October 9.

Kwangtung, Douglas, October 11.

Kiungchow, B. & S., October 12.

Hozan Maru, O.S.K., October 13.

Haitan, Douglas, October 13.

Taiwan, B. & S., October 14.

Kutsang, Jardine's, October 17.

Taiwan, B.I. (Apar), October 17.

Kwangtung, B. & S., October 19.

Sirdhana, B.I. (Apar), October 31.

Chefoo.

Chengtu, B. & S., October 8.

Yuechow, B. & S., October 9.

Kueichow, B. & S., October 11.

Hopsang, Jardine's, October 13.

Chekiang, B. & S., October 13.

Hunan, B. & S., October 18.

Daluy.

Sauerland, Melchers, October 9.

Hector, B. & S., October 12.

Havel, Melchers, October 18.

Burgeland, Jabsen's, October 24.

City of Wellington, Bank Line, Oct. 24.

Donau, Melchers, November 1.

Franken, Melchers, November 8.

Foochow.

Chengtu, B. & S., October 8.

Haining, Douglas, October 8.

Haiyang, Douglas, October 11.

Hopsang, Jardine's, October 13.

Shantung, B. & S., October 13.

Haitan, Douglas, October 15.

Chekiang, B. & S., October 16.

JAPAN (Direct).

Takaka Maru, N.Y.K., October 5.

Kutsang, Jardine's, October 17.

Kilano Maru, N.Y.K., October 17.

Keelung.

Canada Maru, O.S.K., October 13.

Hozan Maru, O.S.K., October 13.

Newchwang.

Kueichow, B. & S., October 11.

Shanghai and Japan.

Java, E.A. Co., October 8.

Sauerland, Melchers, October 9.

Taiwan, B. & S., October 9.

Yuechow, B. & S., October 9.

Muncialer, Lloyd Triestino, Oct. 10.

Hokkai Maru, N.Y.K., October 11.

Pres. Jackson, A.M. Line, October 11.

Takaka Maru, N.Y.K., October 16.

Takaka Maru, N.Y.K., October 17.

Takaka Maru, N.Y.K., October 17.

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Takaka Maru, N.Y.K., October 17.

Takaka Maru, N.Y.K., October 17.

ADVERTISED SAILING FROM HONG KONG

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Balboa.

Takaka Maru, N.Y.K., October 8.

Hokkai Maru, O.S.K., October 11.

Takaka Maru, N.Y.K., October 11.

Tricolor, Dodwell's, October 18.

President Taft, Dollar, October 23.

Asama Maru, N.Y.K., October 30.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Baltimore.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Boston and New York.

Hokkai Maru, O.S.K., October 11.

Katsuragi Maru, N.Y.K., October 17.

Tricolor, Dodwell's, October 18.

President Taft, Dollar, October 23.

Pres. Hoover, Dollar, November 2.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Calcutta.

Hokkai Maru, O.S.K., October 11.

Tricolor, Dodwell's, October 18.

President Taft, Dollar, October 23.

Pres. Hoover, Dollar, November 2.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Havana.

President Taft, Dollar, October 23.

Pres. Hoover, Dollar, November 2.

Jeff Davis, States Co., November 15.

Honolulu.

Takaka Maru, N.Y.K., October 8.

President Taft, Dollar, October 23.

Asama Maru, N.Y.K., October 30.

Emp. of Japan, C.P.S., November 2.

Pres. Hoover, Dollar, November 2.

Los Angeles.

Takaka Maru, N.Y.K., October 8.

Hokkai Maru, O.S.K., October 11.

Takaka Maru, N.Y.K., October 16.

Katsuragi Maru, N.Y.K., October 17.

Tricolor, Dodwell's, October 18.

President Taft, Dollar, October 23.

Pres. Hoover, Dollar, November 2.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Manila.

Hokkai Maru, O.S.K., October 11.

Peter Maersk, Jabsen's, November 9.

Jeff Davis, States Co., November 15.

Portland and Puget Sound.

General Lee, States S.S. Co., Oct. 19.

Somerville, Bank Line, October 25.

General Pershing, States Co., Nov. 9.

San Francisco.

Takaka Maru, N.Y.K., October 8.

Takaka Maru, N.Y.K., October 16.

Tricolor, Dodwell's, October 18.

President Taft, Dollar, October 23.

General Lee, States S.S. Co., Oct. 19.

Somerville, Bank Line, October 25.

Asama Maru, N.Y.K., October 30.

Pres. Hoover, Dollar, November 2.

General Pershing, States Co., Nov. 9.

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

CHRISTMAS HOLIDAY CRUISE

TO MANILA

AND RETURN

BY THE

EMPRESS OF JAPAN

£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG AT 5.00 P.M.
 SATURDAY, DEC. 21—EN ROUTE
 SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING
 MONDAY, DEC. 23—IN MANILA
 TUESDAY, DEC. 24—IN MANILA
 WEDNESDAY, DEC. 25—LEAVE MANILA IN AFTERNOON
 THURSDAY, DEC. 26—EN ROUTE
 FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GAGANPAO: Passenger Dept.
 Freight 20042. NAUTILUS: Freight Dept.
 Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
 CUNARD WHITE STAR LINE

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
 TATSUTA MARU ... Saturday, 19th Oct.
 SAMA MARU ... Saturday, 19th Oct.
 TAIYO MARU ... Wednesday, 13th Nov.

SEATTLE & VANCOUVER.
 HIKAWA MARU ... (Starts from Kobe) Saturday, 19th Oct.
 HIYE MARU ... (Starts from Kobe) Saturday, 19th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.
 HAKONE MARU ... Saturday, 12th Oct.
 SUWA MARU ... Saturday, 26th Oct.
 FUSHIMI MARU ... Saturday, 9th Nov.

SYDNEY & MELBOURNE vi Manila and Ports.
 KAMO MARU ... Saturday, 26th Oct.
 KITANO MARU ... Saturday, 23rd Nov.

BOMBAY via Singapore, Penang and Colombo.
 TANGO MARU ... Friday, 11th Oct.
 MAYEBASHI MARU ... Monday, 23rd Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
 BOKUYO MARU ... Saturday, 9th Nov.

NEW YORK via Panama.
 KATSURAGI MARU ... Thursday, 17th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

CALCUTTA via Singapore, Penang and Rangoon.
 TOBA MARU ... Tuesday, 8th Oct.
 BENGAL MARU ... Tuesday, 15th Oct.
 TOKUSHIMA MARU ... Tuesday, 29th Oct.

SHANGHAI, KOBE & YOKOHAMA.
 HAKOZAKI MARU ... Friday, 11th Oct.
 KITANO MARU (Naki direct) ... Friday, 18th Oct.
 TERUKUNI MARU ... Tuesday, 22nd Oct.

Tel. 30291



FRENCH MAIL STEAMERS
 Sailings from Hong Kong:

To SHANGHAI—KOBE.

SPHINX ... 19th Oct.
 CHERONOEUX ... 2nd Nov.
 D'ARTAGNAN ... 16th Nov.
 ATHOS II ... 30th Nov.
 PRESIDENT DOUMER ... 13th Dec.
 ANDRE LEBON ... 26th Dec.

ANDRE LEBON ... 8th Oct.
 MARCHEL JOFFRE ... 22nd Oct.
 SPHINX ... 5th Nov.
 CHERONOEUX ... 19th Oct.
 D'ARTAGNAN ... 3rd Dec.
 ATHOS II ... 17th Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.
 For Full Particulars, apply to:—
 Cie. Des MESSAGERIES MARITIMES,
 Telephone 26051.

Shipping News

Daily Statement. Clearances. Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 3,300 TONS;
 THROUGH CARGO 1,100 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through	H.K.	Ports.
Kaituna	2,775	50	50
Port Kamfa	2,775	50	50
Norwegian	358	620	620
Swatow	358	620	620
Chinese	214	449	449
Hal Li	214	449	449
Total	3,347	1,119	1,119

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Kaituna (Br.) Port Kamfa	2
Daviken (Nor.) Swatow	273
Hal Li (Ch.) Swatow	263
Total	538

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
Norwegian	1	3
Chinese	1	3
Total	2	6

SHIPS IN HARBOUR

WHARVES

Kowloon:—Neptuna and Nellore.
 A. P. C.—North Point:—Kaituna.
 China Merchants:—Hal Li.
 Jardine Matheson's:—Daviken.
 Douglas Laprak:—Selstan.
 Chiu On:—Hydrangea.

DOCKS

Kowloon:—Hal Ning, Haydrot, Talkoo:—H.M.S. Orpheus, Beino, Kwangchow, Hoi Fou and Minow Maru.

BUOYS

No. A1—Brisbane Maru
 No. A11—Unita
 No. B2—Tak Sang
 No. B3—Anhui
 No. B4—Helkon
 No. B5—Hiran
 No. B8—Hop Sang
 No. B9—Kyodo Maru
 No. B10—Tai Poo Sek
 No. B14—Swimming

SHIPPING MOVEMENTS

The R.M.S. "Empress of Canada" arrived at Shanghai on the 6th October, left on the same day, due at Kobe on the 8th October, leaves Kobe on the 9th October, and leaves Yokohama for Honolulu, Victoria and Vancouver on the 11th October.

The R.M.S. "Empress of Russia" arrived at Shanghai on the 6th October, leaves Shanghai on the 7th October, due at Hong Kong on the 9th October, and leaves Hong Kong for Manila on the 10th October (Thursday) at 5.00 p.m.

The s.s. "Tilawa" will leave Amoy for this port on the 9th instant, and is due here on the 10th instant.

The B.I. steam ship "Tilawa" will leave for Singapore, Port Swettenham, Penang, Rangoon and Calcutta on or about Saturday, 12th October, 1935 at 2.30 p.m.

The Blue Funnel s.s. "Memnon" will arrive from Shanghai to-day.

ARRIVALS

7TH OCTOBER.
 Hal Lee, Norwegian steamer, 2,160 tons, Captain T. Davidson, from Rangoon via Singapore and Hoihow, Stonecutters—Thoresen & Co.

6TH OCTOBER.
 Yung Ping, Chinese steamer, 985 tons, Captain S. P. Paulsen, from Hoihow, Stonecutters—Fook Wah & Co.

CLEARANCES

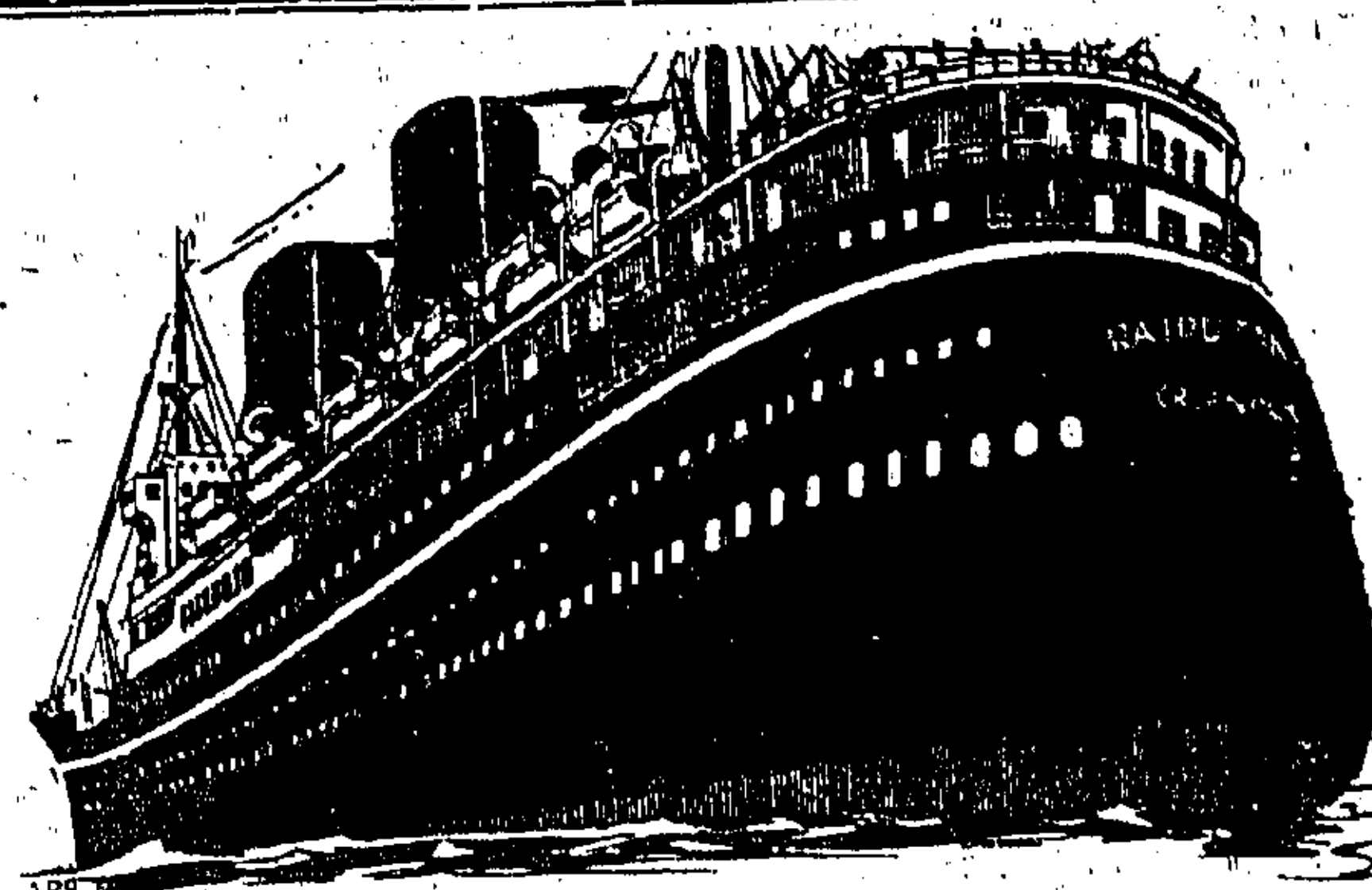
7TH OCTOBER.
 Hal Li, for Canton.
 Kyodo-Marun No. 26, for Amoy.
 Brisbane Maru, for Brisbane.
 Nellore, for Shanghai.
 Yung Ping, for Canton.
 Graciosa, for Hongay.
 Gustav Diederichsen, for Swatow.

SHIPS IN WIRELESS COMMUNICATION

The following ships are expected to be in wireless communication with Hong Kong radio:—

Africa Maru, Conte Verde, President Taft, General Lee, Empress of Canada, Hakozaki Maru, Fushimi Maru, Nankin, Shunko Maru, Cremer, Penang Maru and Hague Maru.

No. B15—Kiangsu
 No. B16—Eng Lee
 No. B17—Hermes
 No. B21—Tsinan
 No. B22—Hlin Sang
 No. B9—Kyodo Maru
 No. B10—Tai Poo Sek
 No. B14—Swimming



P.O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS under contract with H.M. Government

Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

*MIRZAPUR	7,000	11th Oct.	Straits, Ceylon, Bombay & Karachi
*BURDWAN	8,000	12th Oct.	Bombay, Marcellis, Havre, London, Hamburg, Rotterdam, Antwerp & Hull
*CHITRAL	15,000	18th Oct.	Bombay, Marcellis & London
*OATHAY	15,000	2nd Nov.	Bombay, Marcellis & London
*S'MALI	7,000	9th Nov.	Marcellis, Havre, London, Hamburg, Rangoon, Antwerp & Hull
*RAWALPINDI	17,000	16th Nov.	Marcellis and London
*COORU	14,800	30th Nov.	Bombay, Marcellis & London
*BANGALORE	6,000	7th Dec.	Marcellis, Havre, London, Hamburg, Rotterdam, Antwerp & Hull
*RANCHI	17,000	14th Dec.	Bombay, Marcellis & London
*NADREKA	15,000	28th Dec.	do
*BHUTAN	6,000	4th Jan.	Mars, Havre, London, H'bg, R'dm, Antwerp & Hull

* Cargo only. * Calls Casablanca. * Calls Tangier.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

*TILAWA	10,000	12th Oct.	Singapore, Penang, Rangoon & Calcutta
*SANTHA	8,000	27th Oct.	
*TALMA	10,000	8th Nov.	
*SIRDHANA	8,000	22nd Nov.	
*TAKADA	7,000	6th Dec.	

* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will find a new being and even if you are not inclined towards fishing, shooting or mountaineering you will find that the Antipodes have plenty to offer you—including 251, for your part.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck swimming pool, an Orchestra and a fine Laundry.

A Sturgeon and Stewards are at your disposal and last but not least—we had almost forgotten—the cuisine will not let you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

NELLORE	7,000	2nd Nov.	Manila, Rabaul, Brisbane
TANDA	7,000	30th Nov.	Sydney, Melbourne & Hobart
NANKIN	7,000	31st Dec.	

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	17th Oct.	Amoy, Shanghai & Japan
RAWALPINDI	17,000	18th Oct.	Shanghai, Kobe & Yokohama
*BANGALORE	6,000	31st Oct.	do
*SINDHANA	8,000	3rd Nov.	Amoy, Shanghai & Japan
COORU	14,800	1st Nov.	Shanghai, Kobe & Yokohama
TANDA	7,000	3rd Nov.	Shanghai & Japan

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.

For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

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AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF BRISTOL" ... Havre, London, Rotterdam & Hamburg ... 12th Oct.
 S.S. "CITY OF WINDSOR" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Nov.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 20th Oct.
 Loading for Mauritius, Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA ... LUTHERAN PASSENGER VESSELS ... INDIAN AFRICAN LINE

M.V. "INOHANGA" ... from Calcutta 4th Nov.; ... from Colombo 10th Nov.
 M.V. "INCOMATI" ... from Calcutta 4th Dec.; ... from Colombo 10th Dec.
 M.V. "ISIPINGO" ... from Calcutta 4th Jan.; ... from Colombo 10th Jan.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

KLAVENESS LINE

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HONGKONG DIRECT TO LOS ANGELES (in 21 Days)
 SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "SOMERVILLE" ... 25th Oct.
 Issuing through B/L to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage on any of the above lines apply to—

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 Telephone: 27791.

HONG KONG TIDE TABLE

From October 8 to 14, 1935.

Day of Week	Month	Day	High Water	Low Water
Wed. 8	Oct	8	18:15	06:15
Thur. 9	Oct	9	18:25	06:25
Fri. 10	Oct	10	18:35	06:35
Sat. 11	Oct	11	18:45	06:45
Sun. 12	Oct	12	18:55	06:55
Mon. 13	Oct	13	19:05	07:05
Tue. 14	Oct	14	19:15	07:15

HONGKONG METEOROLOGICAL REGISTER

Hong Kong Observatory, Oct. 7.

Barometer	Thermometer	Humidity	Wind	Direction	Force	Rain
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0
29.73	81.8	77	ENE	ENE	7	0.0

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorized Capital \$30,000,000

Issued & Fully Paid-up \$20,000,000

Reserve Funds:—

Sterling \$2,500,000

Silver \$10,000,000

Reserve Liability of Proprietors \$20,000,000

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C. C. KNIGHT, Esq., Deputy Chairman.

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A. H. Compton, Esq.,

M. T. Johnson, Esq.,

G. Minkins, Esq.,

Hon. Mr. J. J. Paterson,

T. E. Pearce, Esq.,

J. A. Plummer, Esq.,

A. L. Shields, Esq.,

V. M. GRAYBURN, Esq., Chief Manager.

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Current Accounts opened in

LOCAL CURRENCY and FIXED DE-

POSITS received for one year or

shorter periods in LOCAL CURRENCY

and Sterling on terms which will

be quoted on application.

Hong Kong 2nd October, 1935.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1852.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000

Reserve Fund £3,000,000

Reserve Liability of Proprietors £3,000,000

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FOREIGN EXCHANGE and General

Banking Business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for One

Year or shorter periods at rates

which will be quoted on applica-

tion.

A. BREARLEY, Manager.

Hong Kong January 1st, 1935.

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Banca Commerciale Italiana.

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H. JESSERAND, Manager.

Hong Kong, 30th January 1935.

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Paid-up Capital \$5,588,800.00

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No. 10, Des Vaux Road, Central.

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securities.

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Safe Deposit Boxes To Let.

K. K. TONG, P.O.

Chief Manager.

Hong Kong, 12th September, 1935.

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Bremen, Jerusalem, Rome,

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Dublin, Marseille, Venice,

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THE CHASE NATIONAL BANK, NEW

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D. M. BIGGAR, Manager.

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interested the information will be

forwarded to London and passed

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DEPARTMENT.

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and quarterly publications.

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being done for the HONG

KONG & SHANGHAI

BANKING CORPORA-

TION and other Banks,

which includes letterheads

printing, ledger work, special

forms, etc., etc.

KOEHLER & CO.

19, B.C. Shamoen.

Agents.

MAILS FOREIGN

GENERAL HOLIDAY

On Monday, the 10th October, the General Post Office and Central

Post Office Kowloon will be open from 8 a.m. to 10 a.m., the other Branch

Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery

of ordinary correspondence as on Sundays and one delivery of registered

correspondence at 9.30 a.m.

The Money Order Office will be entirely closed.

The Hong Kong Postal Guide for 1935 is now

on sale at the General Post Office and Central Post

Office, Kowloon.

IMPERIAL AIRWAYS VIA SINGAPORE

Bandong-Amsterdam via Singapore

Singapore-Marseille via Saigon

Singapore-Australia

Correspondence will be accepted for transmission by these

services. Rates and all particulars are shown in the schedules exhibited

at the Post Office. All letters etc. must be marked "By Air Mail and

be handed in at a Post Office.

Letters and Postcards for Europe and South America

are forwarded "via Siberia" if so superscribed.

INWARD MAILS

From Per Due

Straits and Air Mail ex Imperial

Airways Service (London, 21st Sept.)

—and Air Mail ex Amsterdam—

Bandong Service (Amsterdam, 25th

September) ... Pyrrhus ... 9th Oct.

SHANGHAI and Swatow

Straits and Air Mail ex Imperial Air-

ways Service (London, 24th Sept.)—

and Air Mail ex Amsterdam—Ban-

dong Service—Amsterdam, 28th

September ... Kaying ... 8th Oct.

SHANGHAI and Europe via SIBERIA

(London, 19th September) ... Urenier ... 8th Oct.

CANADA, U.S.A., JAPAN and SHANGHAI

(Vancouver B.C., 21st September) ... Menon ... 8th Oct.

AMST ... Andre Labon ... 8th Oct.

Straits ... ship due at 5 p.m.

Straits ... 9th Oct.

Straits ... 10th Oct.

Straits ... 10th Oct.

Straits ... 10th Oct.

Straits ... 10th Oct.

Straits ... 10th Oct.

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